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NAVAL AND MILITARY

MEMOIRS

OF

GREAT BRITAIN,

FROM THE YEAR 1727, TO THE PRESENT TIME.

IN SIX VOLUMES.

BY R. BEATSON, ESQ.
AUTHOR OF THE POLITICAL INDEX TO THE HISTORIES OF GREAT BRITAIN AND IRELAND.

VOL. II.

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CONTENTS

OF

VOLUME THE SECOND.

THE French infringe the peace in 1749—in the Weſt Indies—in Africa, page 2; in North America, 3; and in the Eaſt Indies, 6.
1754. Rear-Admiral Watſon ſent with a ſquadron to India, 7. General Braddock ſent to North America, 8.
1755. French ſend troops and a fleet to North America, 9. Admiral Boſcawen ſent with a fleet to North America, 10. Plan of operations, 10. General Braddock and Baron Deiſkau defeated, 11. Beau-Sejour taken, 11. Admiral Boſcawen takes two ſhips of the line, 12. Orders for taking of French ſhips, 13.
756. Fleets ſent out—war declared againſt France—A promotion of Admirals, 23. French threaten to invade England, 25. Supplies granted by Parliament for 1756, 28. Marine Society, 29. French invade Minorca, 29. A promotion of Admirals, 31. Affairs in the Eaſt Indies—Angria the pirate deſtroyed, 33. The Earl of Loudoun appointed Commander in Chief in North America, 42. Liberality of the Britiſh Parliament to the North American colonies, 42. A ſea fight off Louiſburg, 43. Admiral Byng's fleet poorly fitted out, 45. Sails for the Mediterranean, 48. Gets off Minorca, 55. A ſea fight off Minorca, 58. Admiral Byng's letter to the Admiralty, 61. Fort St Philip's ſurrenders, 76. Admiral Byng returns to Gibraltar,

where he finds Commodore Broderick, 79. Admiral Byng ſuperſeded in his command, 80. Returns to England, 83. Is tried by a court-martial, and ſentenced to be ſhot, 83 to 86. Particulars relating to Admiral Byng, 86 to 91. He is ſhot, 91. Proceedings of Admiral Hawke in the Mediterranean, 94. Tranſactions at and near home, 96 to 105.

1757. A change of the Miniſtry, 105. Plan of operations, 106. The ſeals taken from Mr Pitt, 108. Reſented by the nation, 108. A coalition of parties, 109. A promotion of Admirals, 110. Supplies granted by Parliament, 111. Eaſt Indies—Revolution in Bengal, 117 to 141. Weſt Indies—Gallant behaviour of Captains Forreſt, Langdon, and Suckling, 142. Succeſs of Captain Forreſt, 145. Operations in North America, 146. Siege of Louiſburg relinquiſhed, 153. Admiral Holburne reinforced, 154. His fleet diſperſed by a ſtorm, 155. Proceedings of M. de Kerſaint on the coaſt of Africa, 157. Mediterranean—M. du Reveſt eſcapes with four ſail of the line, 159. Tranſactions at or near home—Expedition againſt Rochefort, 163. Miſcarries, 172. Bravery of Captain Lockhart and others, 173 to 186.

1758. A promotion of Admirals, 188. Plan of the operations of the campaign, 188. Supplies granted by Parliament, 190. Eaſt Indies—Admiral Pocock defeats M. d'Aché, 192. French take Fort St David's, 195. Proceedings of the French, 196 to 203. Admiral Pocock again defeats M. d'Aché, 205. M. Lally lays ſiege to Madras, 208. Is forced to raiſe it, 213. Weſt Indies—Bravery of Captain Tyrrel, 215 and 216. North America—Louiſburg beſieged, 220. Surrenders, 225. Great bravery of Admiral Boſcawen, 227. He is thanked by the Houſe of Commons, 228. Africa—Senegal taken, 232. Gorée taken, 239. Affairs in the Mediterranean—Admiral Oſborne's ſucceſs, 243. The Prince George of eighty guns burnt, 245. Admiral Oſborne's letter to the Speaker of the Houſe of Commons, &c. Tranſactions at and near home—Commodore Holmes obliges the French and Auſtrians to evacuate the city of Embden, 256. Sir Edward forces a fleet of French ſhips of war aſhore at the mouth

mouth of the river Charente, 253. Secret expedition under the Duke of Marlborough and Commodore Howe, and the grand fleet under Lord Anſon, ſail from Spithead, 256. The troops land at Cancal, 257. Burn a number of ſhips cloſe to the city of St Malo, 259; and re-embark again, 260. Return to England, 262. General Bligh appointed to the command of the troops—he, and commodore Howe, ſail for the coaſt of France, 263. The troops land near Cherburg, 264. March to the town, and deſtroy the jetties and baſon, 265. The troops re-embark, 265; and ſail for England, 266. Sail again for the coaſt of France, 266; and land at St Lunaire, near St Malo, 266. March round to St Cas bay, 268. The rear-guard of the army attacked as they were re-embarking, 270. Lord Anſon and the grand fleet return to England, 276. Captures and actions by cruizing ſhips, 277 to 283. A fleet and troops ſent to the Weſt Indies, 283.

1759. Formidable deſigns of the French, 285. The Britiſh navy, how ſtationed, 288. Supplies granted by Parliament, 288. Promotion of Admirals, 288. An act of Parliament concerning privateers, 289. Proceedings in the Eaſt Indies, 291. Admiral Pocock defeats M. d'Aché, 294. Admiral Pocock returns to England, 303. The command devolves on Rear-Admiral Stevens—Proceedings of the Comte d'Eſtaing, 303 to 308. Proceedings of the Dutch in Bengal, 308 to 312. Weſt Indies—Troops land on the iſland of Martinico, 313. Obliged to retreat, 316. Attack the iſland of Guadaloupe, 319. Various operations, until it ſurrenders, 320 to 344. North America—Plan of operations for the campaign, 345. Niagara attacked—a battle there—the fort ſurrenders, 347 to 352. Expedition againſt Ticonderago and Crown Point, 352 to 358. Expedition againſt Quebec—a detail of the various operations there—the battle of Quebec—the death of General Wolfe—ſurrender of the city, &c. 358 to 391. Mediterranean—Admiral Boſcawen arrives off Toulon, 392. Endeavours to cut off two frigates from the harbour—but is foiled, 392 & 393. Is forced to return to Gibraltar, 393. Has notice of the enemy's approach, and goes

in purſuit of them, 394. Defeats M. de la Clue, 395 to 398. Admiral Boſcawen returns to England, and leaves Vice-Admiral Broderick to command, 398. His proceedings, 398 to 400. Tranſactions at and near home—Sir Edward Hawke ſent to cruize off Breſt—his proceedings during the Summer, and defeat of M. de Conflans, from 400 to 420. Sir Edward Hawke and Admiral Boſcawen thanked by the Houſe of Commons, 420. Commodore Boys goes in purſuit of M. Thurot, 422. Sir Piercy Brett goes with a fleet to Yarmouth roads, 423. Succeſs of the cruizing ſhips, from 423 to 431.

APPENDIX.

Note.

67. A deſcription of the iſland of Tobago.

68. A narrative of the mutiny on board his Majeſty's ſhip the Chefterfield, while ſtationed on the coaſt of Africa.

69. A liſt of his Majeſty's ſhips under the command of Captain Buckle, on the coaſt of Africa; alſo a liſt of the French ſquadron at the ſame place.

70. A liſt of ſhips put in commiſſion in March 1755.

71. Supplies granted by Parliament for 1755.

72. A liſt of the fleet ſent to North America, under the command of Vice-Admiral Boſcawen.

73. A liſt of the ſquadron ſent to reinforce Admiral Boſcawen, under the command of Rear-Admiral Holborne.

74. A deſcription of Fort Beau-Sejour in Nova Scotia, and the terms on which it ſurrendered.

75. A liſt of the fleet under the command of Admirals Hawke and Weſt.

76. A liſt of the Britiſh and French Navies, as they ſtood in 1756.

77. Supplies

Note.
77. Supplies granted by Parliament for 1756.
78. His Majeſty's declaration of war againſt France, together with the regulations for dividing of prize money.
79. King of France's declaration of war againſt the King of Great Britain and his ſubjects, together with regulations for payment of prize money.
80. A liſt of the fleet under the command of Rear-Admiral Watſon, in the Eaſt Indies; his diſpoſition of it when he attacked Geriah, with a deſcription of that place; alſo of the veſſels called Grabs and Gallivats.
81. A liſt of his Majeſty's ſhips in North America, in 1756.
82. Ditto, of the French ſhips of war in ditto.
83. A liſt of the ſquadron ſtationed at the Leeward Iſlands, in 1756.
84. Ditto, — — at Jamaica.
85. His Majeſty's inſtructions to the Honourable Admiral John Byng.
86. A liſt of the fleet under Admirals Byng and Weſt, in the Mediterranean, with the line of battle obſerved in the action of the 20th of May 1756.
87. A liſt of the French fleet in the Mediterranean, under M. Galliſſoniere.
88 A comparative view of the two fleets, with the loſs ſuſtained by each.
89. A liſt of the ſhips under the command of Commodore Broderick, ſent to reinforce Admiral Byng.
90. A deſcription of the iſland of Minorca.
91. Strength of the garriſon of ditto.
92. Terms on which the caſtle of St Philip's ſurrendered; various returns.
93. Admiral Byng's ſpeech to his Court-martial, &c.
94. A liſt of the fleet under the command of Vice-Admiral Oſborne.
95. Ditto, — — Vice-Admiral Hawke.
96. Ditto, — — Vice-Adm. Boſcawen.
97. Ditto, — — Vice-Admiral Knowles.
98. A deſcription of the Chauſey Iſlands.

Note.
99. A full account of the diſpute concerning the legality of a prize made by the Antigallican privateer of London, on the coaſt of Spain.
100. Supplies granted by Parliament for the year 1757.
101. A liſt of Admiral Watſon's fleet in the Eaſt Indies.
102. Deſcriptions of Calcutta, Hughley, and Chandernagore, &c.
103. Articles of peace between the Nabob Surajah Dowlah, and the Eaſt India Company.
104. Articles of agreement between Meer Jaffier Cawn, and Admiral Watſon and Colonel Watſon.
105. A liſt of his Majeſty's ſhips on the Jamaica ſtation, under Admiral Cotes.
106. A liſt of the French ſquadron under M. de Kerſaint, at Cape François, in 1757.
107. A liſt of the ſquadron at the Leeward Iſlands.
108. A liſt of the ſhips under Rear-Admiral Sir Charles Hardy, that eſcorted Lord Loudoun and the troops from New York to Halifax, in Nova Scotia.
109. A liſt of the French fleet at Louiſburg, under M. Bois de la Mothe.
110. A liſt of the Britiſh fleet at Halifax, under Vice-Admiral Holburne.
111. A liſt of the General and Staff Officers, and military force deſigned againſt Louiſburg, in 1757.
112. Vice-Admiral Holburne's line of battle, and a liſt of the ſhips ſent to reinforce his fleet, under Admiral Holburne; alſo the fleet under Admiral Saunders in the Mediterranean.
113. A deſcription of the town and port of Rochefort, the iſlands of Oleron, Rhée, and Aix; with a liſt of the General and Staff Officers, the naval and the military force on the ſecret expedition to the coaſt of France.
114. A liſt of the fleet under the command of Admirals Hawke and Boſcawen.
115. Supplies granted by Parliament for the year 1758.
116. A liſt of the Britiſh and French fleets, in the battle fought in 1758, in the Eaſt Indies.

Note.
117. A deſcription of Fort St David's, in the Eaſt Indies.
118. A liſt of the Britiſh and French fleets, in the battle fought on the 1758, in the Eaſt Indies.
119. A liſt of the ſhips under the command of Commodore Moore, at the Leeward Iſlands, in 1758.
120. A liſt of the ſhips under the command of Vice-Admiral Cotes, at Jamaica, in 1758.
121. A liſt of the General and Staff Officers, and land forces at the ſiege of Louiſburg, in 1758; together with a liſt of the fleet employed there, under the command of Admiral Boſcawen.
122. The capitulation of Louiſburg—the number of the killed and wounded during the ſiege. Strength of the garriſon, number of guns, and a liſt of the ſhips taken or deſtroyed.
123. A deſcription of the iſland of St John's, in the Gulf of St Lawrence.
124. A liſt of the fleet ſent againſt Senegal, on the coaſt of Africa, with a deſcription of that place.
125. A deſcription of the iſland of Gorée, on the coaſt of Africa; the fleet ſent againſt it under the command of Commodore Keppel; various returns, &c.
126. A liſt of the fleet under the command of Admiral Oſborne, in the Mediterranean, in 1758.
127. A liſt of the French fleet in the Mediterranean under M. de la Clue, in 1758.
128. A deſcription of the city of Emden.
129. A liſt of the fleet under the command of Sir Edward Hawke, in Spring 1758.
130. A liſt of the General and Staff Officers and land forces, on the expedition to St Malo, on the coaſt of France, in 1758, with a deſcription of the city of St Malo.
131. A liſt of the fleet under the command of Viſcount Howe.
132. A liſt of the General and Staff Officers on the expedition againſt Cherburg, and various returns; with a deſcription of the place.
133. A liſt of the fleet under the command of Lord Anſon, in 1758.

134. Supplies

Note.

134. Supplies granted by Parliament for the year 1759.

135. A liſt of the Britiſh and French fleets, in the Eaſt Indies, in 1759. Numbers of killed and wounded in the battle fought on the 1759.

136. A deſcription of Gombroon, in Perſia—Bencoolen, &c.

137. A liſt of the General and Staff Officers, with the land forces under Major-General Hopſon, and of the fleet under Commodore Moore, at the Leeward Iſlands; alſo a deſcription of Guadaloupe, with the terms on which it capitulated, Marigalante, &c.

138. Commodore Moore's line of battle, and a liſt of the French fleet under M. de Bompart, in 1759.

139. Liſt of the fleet at Jamaica, under Vice-Adm. Cotes, in 1759.

140. Deſcription of Fort Niagara; the force ſent againſt it, and the terms on which it ſurrendered.

141. Deſcription of Crown Point, Ticonderago, and the forces ſent againſt them.

142. A liſt of the General and Staff Officers, and land and naval forces ſent againſt Quebec—General Wolfe's manifeſto—a liſt of the French naval force at the river St Lawrence—the terms on which Quebec ſurrendered—the loſs ſuſtained during the attack—various returns, &c.

143. A liſt of the ſhips under the command of Vice-Admiral Boſcawen, in the Mediterranean.

144. A liſt of the ſhips under the command of M. de la Clue, in the Mediterranean.

145. M. de la Clue's letter to the Comte de Merie, the French Ambaſſador at Liſbon.

146. A liſt of the ſhips under the command of Vice-Adm. Broderick.

147. A liſt of the fleet under the command of Sir Edward Hawke, off Breſt, in June 1759.

148. A liſt of the ſhips detached under the command of Captain Reynolds, to Quiberon bay.

149. A liſt of the fleet under the command of Rear-Admiral Rodney, off Havre-de-Grace, with a deſcription of that port.

150. A

CONTENTS.

Note.

150. A liſt of the fleet under Sir Edward Hawke, November 20th, 1759, &c. together with a liſt of the French fleet under M. de Conflans, and a deſcription of the river Vilaine.

151. M. de Conflans' letter to the Comte de St Florentine, at Paris.

152. A liſt of the ſhips detached under the command of Commodore Keppel, to Baſque road.

153. A liſt of the ſhips detached under the command of Commodore Young.

154 Copy of Admiral Hawke's letter to the Duc d'Aiguillon.

155. A liſt of the fleet under the command of Commodore Boys.

156. Ditto, — — Sir Piercy Brett.

NAVAL

NAVAL AND MILITARY

MEMOIRS

OF

GREAT BRITAIN,

FROM THE YEAR 1727 TO 1789.

1755.

THE treaty of Aix la Chapelle may be ſaid to have extended the bleſſings of peace to Europe only. The other quarters of the globe were, at the time of ſettling of it, either in dread of war, or involved in a ſcene of actual and unavoidable hoſtilities. Unfortunately for mankind, the Court of Verſailles purſued a ſyſtem of ambitious ſchemes, that plainly indicated a deſign to diſturb the repoſe of its neighbours, as ſoon as the marine of France was in a condition to ſecond the views of the Cabinet. For this purpoſe, they not only exerted themſelves in all their own royal dock-yards, by amaſſing ſtores and building ſhips, but they entered into contracts with ſeveral Swediſh merchants, to build for them, in that country, eighteen ſail of the line; and, had their finances kept pace with their plans, they would ſoon have had a naval ſtrength ſufficient to cope with the firſt maritime power in Europe. The definitive treaty was ſcarcely ſigned, before the projects of the Court of Verſailles began to appear.

In 1749, the Marquis de Caylus, Governor of Martinico, ſent an armed force, and took poſſeſſion of the iſland of Tobago, a neutral iſland, (See Note 67.), and erected fortifications there. Captain Tyrrell, of his Majeſty's ſhip the Centaur, immediately made a report of this to Captain Holburne, Commodore of his Majeſty's ſhips on this ſtation, who, with Governor Grenville of Barbadoes, remonſtrated with M. de Caylus; but to no purpoſe. This infringement of the peace was complained of to the French Miniſtry at Paris; when, after many delays and ſubterfuges, an agreement was ſigned at Martinico by M. de Caylus and Commodore Holburne, November 27th 1749, whereby the French obliged themſelves to evacuate the iſland *.

In 1751, the French aimed at diſturbing our trade and ſettlements on the coaſt of Africa, and ſent a ſquadron of two ſhips of the line and a frigate, under M. Perrier de Salvert, with the deſign of building a fort at Anamaboe. Notice being conveyed to the Britiſh Miniſtry of their intentions, a ſmall ſquadron, under the command of Captain Buckle, (See Note 69.), was detached after them, who found them buſy in tampering with the natives. Captain Buckle ſent a meſſage to the French Commodore, informing him, that if he perſiſted in his intention he ſhould look on it as a breach of the peace, and repel force by force. On this the French withdrew.

It had been a fortunate circumſtance, if all the encroachments made by the enemy on the continent of North America, had been as timeouſly prevented or repelled as this on the coaſt of Africa. There, the plan of the French Miniſtry ſeems to have been deeper laid, and purſued with an uniform ſteadineſs; and it is to be lamented, that a nation who holds itſelf as the moſt accompliſhed and moſt polite in Europe, ſhould have tarniſhed its character, by the moſt dreadful examples of cruelty towards the innocent inhabitants and ſettlers on the back frontier of the Britiſh Colonies.

M. de

* In October 1748, his Majeſty's ſhip the Cheſterfield, being ſtationed on the African coaſt, was, in abſence of the Captain, run away with by ſome mutineers on board, headed by the Firſt Lieutenant of the ſhip. (See Note 68. in the Appendix.)

M. de la Jonquiere, and M. de la Galiſſoniere *, laid before the French Miniſtry a plan for engroſſing the whole of the fur trade with the Indians, and, in the courſe of a few years, to drive the Britiſh from off the continent of North America. For this purpoſe, large bodies of regular troops were ſent from France to Canada; and a chain of forts was erected, moſt of them greatly within the limits of the Britiſh Provinces, from the river St Lawrence to the Miſſiſippi. Theſe they ſtrongly garriſoned; and cultivated, by every means in their power, the friendſhip of the various nations of Indians, whoſe barbarities they encouraged, not only by furniſhing them with fire-arms and ammunition, tomahawks and ſcalping-knives, but by heading their ſcalping parties, and ſetting an example to the ſavages of the greateſt and moſt unparalleled cruelties.

The French beheld, with an envious eye, the progreſs which our infant colony at Halifax in Nova Scotia was making; and, ſo early as the Summer of 1749, M. de la Galiſſoniere laid claim to the greateſt part of that province, as being ſituated within his government; ſending the Chevalier de la Corne, with a party of regular troops and Canadian militia, to take poſt at Chinecto, and fortify himſelf there: He named the fort he there built Beau Sejour. He alſo erected another fort at Bay Verte, from which he had an eaſy navigation to Canada and Cape Breton. The Chevalier de la Corne likewiſe eſtabliſhed poſts on St John's River, on the north ſide of the Bay of Fundy, which he ſtrongly fortified. Theſe ſo completely commanded the navigation of that river, that the French entirely engroſſed the fur trade in theſe parts to themſelves, but which had ſolely appertained to Great Britain before the treaty of Aix la Chapelle. By the treaty of Utrecht, the limits of Nova Scotia, or, as the French call it, Acadia, were diſtinctly aſcertained: And by the ſame treaty it was ſtipulated, "That "ſuch of the French inhabitants as choſe to remain in Nova "Scotia, and become ſubjects of the Crown of Great Bri-"tain, ſhould enjoy the free exerciſe of their religion, ac-"cording to the Church of Rome, as far as the laws of "Great Britain permitted." Many of the French ſettlers,

* The firſt was Commander in Chief of the French forces in North America; the other Governor of Canada.

availing themſelves of this article, choſe to keep their poſſeſſions. They took the oath of allegiance to the King, and became to all intents and purpoſes Britiſh ſubjects. Yet upon every occaſion that preſented itſelf, the greateſt part of thoſe new ſubjects, ſeduced by the prieſts who reſided among them *, diſregarded their oaths, and took up arms for their old maſters.

Remonſtrances were made to the French Miniſtry by the Britiſh Ambaſſador at the Court of France, on the ſubject of the French encroachments in America, particularly in the province of Nova Scotia; to ſettle which, commiſſaries were appointed on each ſide, who met at Paris ſo early as the month of September 1750. Governor Shirley and Mr Mildmay were nominated on the part of Great Britain; and M. de la Galiſſoniere and M. Silhouete on the part of France. The former demonſtrated, by the cleareſt and moſt authentic proofs, the inconteſtible right of his Majeſty to the province of Nova Scotia. The memorials publiſhed relative to the Britiſh claims do our negociators great honour. To theſe the French anſwered only by negative aſſertions, unſupported by facts, while they endeavoured to ſpin out the negociation to a great length.

At the ſame time, the French Miniſtry were uſing the moſt clandeſtine means to keep poſſeſſion of the places they had ſeized on, taking meaſures alſo for the making of new acquiſitions at the back of the other Britiſh colonies. On this, Mr Shirley, and Mr Mildmay, returned to London.

Widely different was the conduct of the Court of Spain; they acted with the greateſt honour and probity. Some Spaniſh guarda coſtas having given diſturbance to our trade in the Weſt Indies, Sir Benjamin Keene, the Britiſh Ambaſſador at the Court of Madrid, complained of it, and received for anſwer, that the names of all the guarda coſtas acting by legal authority, together with thoſe of their Captains, ſhould be ſent to the Admiral commanding

* Father Lontre, a Jeſuit, was extremely active in leading out the French neutrals of Nova Scotia to make incurſions (in company with the Indians), on the Britiſh ſettlers, and the firſt to ſet the example of the moſt ſhocking maſſacres. This monſter was at laſt made priſoner, and ſent to England; from thence he was conveyed to Elizabeth-Caſtle, in the iſland of Jerſey, and kept in cloſe confinement till the concluſion of the war.

manding the Britiſh ſquadron in the Weſt Indies; and that the guarda coſtas ſhould have orders not to interfere with any Britiſh ſhip, but ſuch as were carrying on a contraband trade with the Spaniards.

The French ſtill continued to make encroachments on the back of the Britiſh colonies, to build forts, and to make incurſions on the diſtant ſettlements. On ſuch expeditions, they were always attended by a numerous tribe of their Indian allies; and their route was marked with every ſpecies of murder and devaſtation. Such of the unfortunate inhabitants as eſcaped the tomahawk or ſcalping knife, were made priſoners, and either ſold by the ſavages to the French, who demanded large ranſoms for them, or elſe led into captivity by the Indians, and reſerved to undergo the moſt deliberate and excruciating tortures at a war feaſt. The Earl of Albemarle repeatedly made ſtrong repreſentations on this ſubject to the French Miniſtry, and as often received aſſurances, that orders ſhould be ſent to their Governors in America, to deſiſt from moleſting the Britiſh ſettlers.

The colonies themſelves did not act with proper ſpirit: moſtly at variance with each other, they had no meetings for concerting meaſures to repel the unjuſt encroachments made on them. At length, Virginia, puſhed on by the ſpirit and good ſenſe of their Lieutenant-Governor Mr Dinwiddie, agreed to raiſe four hundred men, and 10,000 l. for the defence of the back frontier of the colony. The command of thoſe troops was conferred on George Waſhington, Eſq; a gentleman, whoſe conduct during the American war, will, in the courſe of theſe Memoirs, frequently appear in a very conſpicuous point of view. The Governor of Canada had early notice of the reſolves of the Virginia Aſſembly; and immediately ſent a large body of troops to protect the places he had made himſelf maſter of, and to defeat Mr Waſhington, who, with his little army, did wonders; but was at laſt obliged to yield to ſuperior numbers, and to ſurrender on terms, which the French moſt ſhamefully violated, and then laid the blame on the Indians. This misfortune rouſed the coloniſts from their lethargy; and, at a general congreſs of the Governors, and ſome deputies from each of the colonies, a plan was concerted for preventing the enemy's incurſions, and for attacking

ing the forts they had built on the Britiſh territories. The Miniſtry too, ſeing that no reliance was to be had on the promiſes made by the French, and being loudly called upon by the general voice of the nation, reſolved to ſend a ſupply of troops, and a general officer to conduct the military operations according to the plan which had been laid down. From the choice made, the enemy had little to fear; as General Braddock, was of all men the moſt unfit for ſuch a command. His experience as an officer extended no farther than a review, and the parade in St James's park. Proud and arrogant to a great degree, he ſcorned to aſk or receive advice from the Provincial officers, whom he held in great contempt, and ridiculed the manner in which war was carried on in America. No wonder then that misfortune ſhould follow ſo much obſtinacy and folly.—With him was ſent the ſcanty ſupply of two battalions from Ireland, who were eſcorted to Philadelphia by two fifty gun ſhips, under the command of the Honourable Auguſtus Keppel.

The French Miniſtry plainly foreſeeing that their conduct towards Great Britain in America, muſt in the end come to an open rupture, reſolved if poſſible to bring in Spain for a ſhare of the conſequences of their quarrel. With great art, therefore, they endeavoured to perſuade the Spaniſh Monarch to agree to a family compact, and a ſtrict alliance offenſive and defenſive. But the peaceful Ferdinand ſaw through the deſign, and rejected the inſidious propoſal. Indeed, the plan was diſcovered by that watchful Miniſter Sir Benjamin Keene; and from his repreſentations on that head to Mr Wall, (then chief Miniſter of Spain, and one of the beſt ſhe ever had), the King, who ardently wiſhed for the proſperity of his people, recommended to France an accommodation with Great Britain, inſtead of a war. His Queen, Maria Barbara of Portugal, had gained a complete aſcendency over him. She was intirely governed by Farinelli, the famous muſician, who, from the many favours conferred on him when in London, entertained a ſtrong partiality for the Engliſh; and our Ambaſſador found in him a perſon extremely friendly, and of the greateſt uſe.

In the Eaſt Indies, it cannot be ſaid that peace had ever been eſtabliſhed. Madras, it is true, had been delivered up agreeable to the terms of the treaty of Aix la Chapelle: But

M. Dupleix,

M. Dupleix, the French Governor of Pondicherry, had formed ſuch a plan, as would in time have ſecured to the French, not only the whole trade of the peninſula of India, but which would drive the Britiſh from any ſettlement they had on the coaſts of Coromandel and Malabar. He formed alliances with ſeveral of the chief Indian princes, and afforded them all the aid in his power: he even had the addreſs to get himſelf appointed Nabob of the Carnatic. The Britiſh were compelled to adopt ſimilar meaſures, and to ſupport the native princes in their intereſt; and thus, from the ambitious views of M. Dupleix, hoſtilities continued to be carried on with various ſucceſs between the two Companies in the Eaſt Indies, with as much keenneſs, as if the war in Europe had continued.

At length, by the great military talents and activity of Major Laurence, and Captain Clive, (afterwards Lord Clive), the French and their allies were greatly humbled: and, in order to preſerve the ſuperiority over the French Eaſt India Company, application was made by the Directors of the Britiſh Eaſt India Company, to the Miniſtry, to ſend a ſquadron to India, to aid them in caſe they were attacked.

Rear Admiral Watſon, with four ſhips of the line, and a frigate *, having a regiment of foot on board, was ſent on this ſervice. The French alſo ſent out a ſquadron of nearly equal force; and both fleets reached India about the ſame time. But, before they arrived, a very material change had taken place. M. Dupleix was recalled; and his ſucceſſor, M. Godehue, purſued a very different line of conduct. Far from wiſhing to continue in a ſtate of war, he was earneſtly deſirous of peace,

* Rear Admiral Watſon, whoſe fleet conſiſted of the Kent of ſeventy, the Eagle of ſixty, Saliſbury, and Briſtol of fifty each, Bridgewater of twenty-four, and Kingfiſher ſloop of ſixteen guns, ſailed from England in February 1754, and put into Kinſale in Ireland, in order to take on board Aldercron's regiment of infantry. While at anchor there, a violent ſtorm came on, in which the whole ſquadron was in the greateſt danger of being driven aſhore and wrecked. The Eagle and Briſtol got foul of each other, were diſmaſted, and received ſo much damage, that they were obliged to return to England to be repaired. This requiring ſo much time, that the ſeaſon would be loſt for going to India before they could be fit for ſea: Therefore, the Cumberland of ſixty-ſix, and the Tyger of 60 guns, were ordered to ſupply their place, and to follow Admiral Watſon to India.

peace, and of cultivating commerce. He entered into a negociation with Mr Saunders, the Governor of Madras; the terms of which, had they been fulfilled, would have effectually ſecured a laſting harmony between the two Companies. But war being declared in Europe between the two nations, the ſtipulations agreed on never took place.

The ſending of General Braddock with reinforcements to North America, obliged the French Court to act with vigour in ſupport of their claims in that country. Inſtead of conveying any forces privately to Canada, they ſent out a large body of troops, with a general officer of rank and experience to command them, while a large fleet of ſhips of war was ordered to be got ready with all expedition at the ports of Breſt and Rochfort. On receiving information of this, the Britiſh nation ſeemed rouſed, and the Miniſtry came to a determination to act with ſpirit. All the guard-ſhips were ordered to take on board their lower decks guns, and to complete their crews with all poſſible diſpatch. On the 11th of March, his Majeſty iſſued a proclamation, offering bounties to ſeamen and able-bodied landmen to enter on board of his fleet, which was increaſed from time to time; and ſuch was the ſpirit of the nation to get the fleet ſpeedily manned, that conſiderable additional bounties were offered, to ſuch as voluntarily inliſted in the Navy, by the towns of Liverpool, Whitehaven, Lynn, Newcaſtle, Stockton, &c. &c. On the 14th of March, thirty-five ſail of the line, with a great number of ſhips of inferior force, were put in commiſſion, and ordered to be got ready for immediate ſervice. (See note 70.) A briſk preſs for ſeamen was made at all the principal ſea-ports in the kingdom, and fifty companies of marines were ordered to be immediately raiſed.

On the 25th of the ſame month, Mr Secretary Robinſon preſented a meſſage to the Houſe of Commons from his Majeſty, purporting, "That at the opening of the preſent ſeſſion of Parliament, he declared, his principal object was "to preſerve the public tranquillity; but that he found it neceſſary to augment his forces by ſea and land, and to take "ſuch other meaſures as might beſt tend to preſerve the general peace of Europe, and to ſecure the juſt rights and "poſſeſſions of his crown in America, as well as to repel any

"attempts

"attempts whatſoever, that might be formed againſt him and "his kingdoms; and he truſted to his faithful Commons to "enable him to make the proper augmentations, and to take "ſuch meaſures for the proper ſupport of his crown, and "the true intereſt of his ſubjects at ſuch a critical con-"juncture." A ſimilar meſſage was the ſame day preſented to the Houſe of Lords. Both Houſes addreſſed his Majeſty, in conſequence of his meſſages to them, in language replete with affection and loyalty; aſſuring him, that they would cheerfully and vigorouſly ſupport him in making the proper augmentations to his forces by ſea and land, and that they would moſt zealouſly ſtand by and aſſiſt him in repelling any attempts whatſoever, formed againſt his Majeſty and his kingdoms. On the 27th, the Commons reſolved, that a ſum not exceeding 1,000,000 l. be granted to his Majeſty on account, towards enabling him to augment his forces by ſea and land, and to take ſuch meaſures for the ſecurity of his dominions, as may be neceſſary in the preſent conjuncture. (See Note 71).

The French embarked their troops and diſpatched them to America, under the command of Baron Deiſkau, a lieutenant-general. They were eſcorted from Breſt by a fleet of twenty-five ſail of the line, under the command of M. de Macnamara, who, after ſeeing the whole fairly in the ocean, returned to France with nine ſail of the line, leaving the remainder under the command of M. Bois de la Mothe, to proſecute their voyage. When near Newfoundland, he detached four ſail of the line and two frigates, under the command of M. du Perrier de Salvert, with troops and ſtores for Louiſburg; and with the remainder proceeded for Quebec.

As ſoon as certain advice was received of the ſailing of the French fleet, Vice-Admiral Boſcawen, with eleven ſail of the line and a frigate, having two regiments of foot with him, (See Note 72), was ſent to North America. The ſtrength of the French fleet was not known to the Miniſtry; neither were they acquainted with the return of M. Macnamara with nine ſail of the line. They therefore had every reaſon to fear, that inſtead of being able to oppoſe the operations of M. Bois de la Mothe in America, Admiral Boſcawen would, if he came to an action with ſo ſuperior a force, be in danger of a defeat.

The Britiſh Admiral ſailed from Plymouth the 27th of April. His orders were, to protect our colonies, and to attack the French ſquadron wherever he found them. Theſe ſpirited inſtructions were communicated by our Miniſtry to the Duc de Mirepoix, the French Ambaſſador at London, who replied, "That "the King, his maſter, would conſider the firſt gun fired at "ſea in a hoſtile manner, to be a declaration of war."

The Miniſtry, when they heard of the ſuperior naval ſtrength of the French in North America, ſent thither a reinforcement of ſix ſail of the line and a frigate, under the command of Rear-Admiral Holburne; (See Note 73). He ſailed from Plymouth the 11th of May, and had the good fortune to join Admiral Boſcawen the 21ſt of June, off the Banks of Newfoundland. But before we proceed to a detail of the naval tranſactions in America this year, it will be neceſſary to take a view of the military tranſactions on that continent.

General Braddock, on his arrival in America, found matters in the greateſt confuſion imaginable: The colonies were at variance with each other: No magazines were collected, and the provincial forces were ſtill to raiſe; and as to the few regular troops which the General found on his arrival, he placed very little reliance on them. He convened, however, a congreſs of all the Governors of the colonies at Alexandria, in order to concert proper meaſures for carrying his Majeſty's inſtructions into execution. The plan they agreed on was, to ſet on foot three expeditions to the northward, and one to the ſouthward: viz. One againſt the fort near the falls of Niagara; another againſt Fort-Frederick, or Crown-Point; a third againſt the forts which the French had erected in the province of Nova Scotia; and the one to the ſouthward, againſt Fort du Queſne, to be commanded by the General in perſon.

The firſt of theſe expeditions was to be commanded by Major-General Shirley; but it miſcarried. The ſecond was intruſted to Colonel Johnſon, a provincial officer of great merit. His army conſiſted almoſt entirely of colony troops. He had proceeded to the end of Lake George, on his route to attack Crown Point; when fortunately learning that the French were coming in great force to attack him, he entrenched his army in a ſtrong ſituation, and there waited for the enemy.

Baron

Baron Deiſkau, foreſeeing that if Colonel Johnſon ſucceeded in his deſign on Crown-Point, the whole frontier of the French ſettlements on that ſide would be expoſed, reſolved, as he had a large body of regular forces, aided by a numerous detachment of Canadian militia, and many tribes of Indians, to croſs the lake, and attack him on his march to Crown-Point. He defeated an advanced corps under Colonel Williams; and, on the 8th of September, attacked Colonel Johnſon's army in their entrenchments, but was ſo well received, that, after continuing the aſſault for ſome hours, his troops were obliged to retire with very conſiderable loſs; himſelf being ſo ſeverely wounded, that he could not be carried off, and was made priſoner. This repulſe was of the greateſt conſequence to the province of New York; and his Majeſty was ſo well pleaſed with Colonel Johnſon's conduct, that he created him a baronet of Great Britain.

General Braddock, after many unforeſeen delays, and ſurmounting a variety of obſtacles, began his march towards the Ohio, and, by the 9th of July, had got within ſeven miles of Fort du Queſne; but proceeding without the precautions ſo very neceſſary in this woody country, he was that day ſurprized on his march, his army defeated, himſelf mortally wounded, and many brave officers and men killed. A retreat became abſolutely neceſſary. The enemy took all the field artillery, baggage, military cheſt, and the General's cabinet, in which were his inſtructions and other papers; of which they availed themſelves very much.

The expedition againſt the French forts in Nova Scotia was conducted by Lieutenant-Colonel Monckton, having about two thouſand men under his command. This little army was eſcorted up the Bay of Fundy by three frigates and a ſloop of war, under the command of Captain Rous. Colonel Monckton diſembarked his men, and, without loſing a moment, marched againſt the enemy. At the ford of the river Maſſaquaſh, he met with ſome oppoſition; but he beat off his opponents, croſſed the river, and arrived before Fort Beau-ſejour, which he immediately inveſted and bombarded, whilſt his batteries were erecting. After four days ſpent at this work, and before his batteries were ready to open, the commandant deſired to capitulate. The terms being ſettled, (See Note 74.), poſſeſſion was

taken of Fort Beau-ſejour accordingly, which Colonel Monckton named Fort-Cumberland; and, leaving a garriſon in it, marched next day acroſs the iſthmus to Bay Verte, where the French had erected a ſmall fort on the river Gaſpereau, which empties itſelf into the great gulph of St Lawrence. It was here that they ſupplied the Indians and Acadians with ſtores neceſſary for their inhuman enterprizes. The place made no reſiſtance; and in it were found large magazines of proviſions and military ſtores. Colonel Monckton then proceeded to diſarm all the French inhabitants, to the amount of fifteen thouſand. While the Colonel was employed on this ſervice, Captain Rous with the war ſhips ſailed for St John's river, on the north ſide of the bay of Fundy. On his approach, the French abandoned all the works they had erected there, and fled. The Captain ſent a party on ſhore, who deſtroyed all the fortifications, and burnt the houſes. The loſs of men ſuſtained on this expedition was extremely ſmall, while its ſucceſs was of great conſequence to the province of Nova Scotia, as the ſettlers were now in ſecurity, and able to purſue their ſeveral occupations, as before.

Let us now take a view of the naval operations. Vice-Admiral Boſcawen, notwithſtanding his being ſo much inferior in force to the French, took ſuch a ſtation as he thought the moſt likely to fall in with them. M. Bois de la Mothe purſued his route for Quebec. Near the entrance of the Gulph of St Lawrence, he met with ſome blowing weather, which diſperſed his ſquadron; and four of his line of battle ſhips fell in with Admiral Boſcawen and his fleet on the 6th of June. Chace was immediately ordered, and the fleet was gaining faſt on them, when, a thick fog coming on, Admiral Boſcawen was obliged to give over the purſuit. On the 8th, the weather cleared up, and three of the French ſhips were once more deſcried. The Admiral made the ſignal for a general chace. About noon, the Dunkirk was almoſt cloſe to the ſternmoſt; on which Admiral Boſcawen made the ſignal to engage; and Captain Howe ſoon after began the action within piſtol-ſhot. The enemy returned a briſk fire; but on the approach of the Torbay, which fired a few guns, the Alcide of ſixty-four guns and four hundred and eighty men, ſtruck. She was commanded by M. D'Hocquart,

D'Hocquart, who, on this occaſion, became a priſoner to Admiral Boſcawen, for the third time in his life *. The Defiance and Fougeux came up with another of them, which, after a ſhort reſiſtance, ſurrendered. She proved to be the Lys, pierced for ſixty-four guns, but had only twenty-two mounted, and was commanded by M. de Lagerill. On board of this ſhip were ſeveral companies of infantry, and near 7600 l. in ſpecie, belonging to the King of France. The Northumberland was gaining faſt on the third ſhip, which the priſoners ſaid was the Dauphin-Royal of ſeventy-four guns, when the fog returned, by which ſhe eſcaped the fate of her companions.

Rear-Admiral Holburne brought Admiral Boſcawen a conſiderable reinforcement of ſhips; when the latter, finding that the French ſquadron had got ſafe to Quebec, and that his own was become ſickly, by a putrid or jail fever, which raged with great violence on board moſt of the ſhips, went to Halifax, leaving a ſmall ſquadron under Rear-Admiral Holburne, to block up the harbour of Louiſburg. In entering the harbour of Halifax, the Mars was unfortunately loſt through the ignorance of the pilot; but the crew and moſt of the ſtores were ſaved. Here the hoſpitals were filled with ſick from the fleet. The fever was highly infectious, and ſwept off great numbers; inſomuch that it is imagined, before Admiral Boſcawen reached England, upwards of two thouſand ſailors died of this diſtemper. Captain Spry in the Fougeux, with ſome other ſhips, was left to winter at Halifax, in order that they might, early in the next ſeaſon, cruize off the entrance of the Gulph of St Lawrence, and the harbour of Louiſburg, to intercept any ſupplies coming for the French colonies.

Vice-Admiral Boſcawen and the remainder of the fleet ſailed for England, and arrived at Spithead, November 14th. M. Bois de la Mothe with his ſquadron, dreaded ſo much the meeting of the Britiſh fleet, that he came through the Straits of Belleiſle, on his return to France. The ſquadron which he had

* On the 29th of April 1744, M. D'Hocquart commanded the Medée of twenty-ſix guns, which was taken by Captain Boſcawen in the Dreadnought: and again, on the 3d of May 1747, when he commanded the Diamant of fifty-ſix guns, which, after making a moſt gallant defence, was forced to ſtrike; Captain Boſcawen, who greatly contributed to the glory of the day, then commanding the Namur.

had detached to Louiſburg eſcaped out of that harbour, when a ſtrong gale had drove the Britiſh fleet to leeward of their ſtation.

Thus ended the American campaign, which was far from being a ſucceſsful one, and by no means anſwered the expectations of the people, conſidering the great expence the nation had been put to. It ſurely afforded a uſeful leſſon to Adminiſtration, that they ought on no account to employ perſons whoſe tempers or abilities rendered them unfit for the truſt repoſed in them: that no expence ought to be ſaved in obtaining the beſt and earlieſt intelligence of the enemy's deſigns, and the ſtrength of their armaments, ſo as to avail ourſelves of our naval ſuperiority: and that we ſhould never fail of having ſtronger ſquadrons at ſea than our enemies, as the ſureſt and moſt effectual means of rendering their ambitious ſchemes abortive. From the neglect of our Miniſtry in theſe matters, the French were enabled to ſend powerful ſuccours to all their colonies: while we purſued a very oppoſite line of conduct; ſuch feeble equipments being made, that they no ſooner arrived at their ſtations than they were defeated.

Let us now turn our eyes towards Europe, and ſee what effect the proceedings in America had there. The French ſtill continued their warlike preparations with unremitting aſſiduity; at the ſame time they breathed the moſt pacific intentions; and in Europe, their conduct ſeemed to keep pace with their profeſſions. They were at great pains to repreſent the hoſtile intentions of Great Britain at every Court, while at the ſame time they moſt artfully concealed that themſelves were the cauſe of ſuch conduct. When they received intelligence of Admiral Boſcawen having taken two of their ſhips, their clamours were extremely loud, and they endeavoured to poiſon the minds of all the European Courts againſt Great Britain, by terming it an act of piracy, and a moſt ſhameful breach of treaties. They once more endeavoured to gain the King of Spain to take a part in the war with them; but he was ſo enamoured of peace, that no temptations could induce him to alter his ſyſtem.

No

No ſooner were Admiral Boſcawen's diſpatches publiſhed in England, than an univerſal joy was ſpread over the whole kingdom; and the people thought the time was now come, when the French would be made to pay for their encroachments, and for the vexatious cruelties which they had inflicted on the Britiſh ſettlers in America; eſpecially when the French Ambaſſador was ordered to depart from London in twenty-four hours.

The exertions to man the navy were redoubled, and orders were given to our fleets and cruizers to ſeize on all the French ſhips they met. In conſequence of this order, great numbers of prizes were brought into our ports; and their crews, the flower of the French ſailors, were put in priſon: a blow ſenſibly felt by the French, and from which they never recovered during the whole of the war.

Early in the ſeaſon, the enemy had ſent a ſtrong ſquadron to the Weſt Indies, with ſuccours for their ſugar colonies, under the command of M. du Guay; and as he was expected home in autumn, Vice-Admiral Hawke with a ſtrong ſquadron, having under him Rear-Admiral Weſt (See Note 75.), was ſent to cruiſe off Cape Finiſterre, in hopes of intercepting him. He ſailed from Spithead the 21ſt of July; and, from his known abilities and zeal, the public formed the moſt ſanguine expectations. But in this they were diſappointed; for M. du Guay having orders to call at Cadiz on his return to Europe, had advice waiting for him there, by which he was not only informed of the ſtrength of the Britiſh ſquadron, but of its ſtation; in conſequence of which, he ſteered a courſe to avoid them, and arrived ſafe at Breſt.

Sir Edward Hawke returned to England with the greateſt part of his fleet, leaving a few cruizers to watch the enemy's motions, and ſeize on their trading ſhips. At Spithead he found the Barfleur, commanded by Lord Henry Powlett, whom he had ſent, when at ſea, in chace of ſome veſſels, but who did not rejoin the fleet again, agreeable to his orders. For this he was brought to a court-martial, of which Vice-Admiral Oſborne was preſident. He was accuſed of quitting his ſtation without leave. His Lordſhip explained to the Court the motives of his conduct during the chaſe: And his returning into

to

to port was owing to his carpenter reporting, that the ſtern-poſt of the Barfleur was looſe, and the ſhip in danger from keeping the ſea, ſo that this meaſure became abſolutely neceſſary. The Court were of opinion, that he did not judge and act rightly, in giving chaſe, on the 24th of Auguſt, to a ſail ſeen in the S. W., when three ſail were ſeen in the N. E., which might probably be a part of the fleet. But it having clearly appeared to them, that his intentions were upright towards the ſervice, as he had before uſed his utmoſt endeavours to rejoin the fleet on the ſtation where it was when he ſeparated from it, and afterwards uſed the like endeavours to join it at the ſecond rendezvous, they did not think this error deſerving of puniſhment: They therefore unanimouſly judged it proper only to admoniſh him to be more cautious in his future conduct. As to his returning into port, the Court were of opinion, that, conſidering the defects in the ſhip's rudder, his proceeding therein was very juſtifiable; and therefore, they unanimouſly acquitted him upon that account.

The nation clamoured very much againſt Adminiſtration for allowing ſo large a fleet to lie idle at Spithead: And although our Miniſtry knew that the enemy had no fleet at ſea, yet, to ſatisfy the people, and convince them that they did not mean to expend the public treaſure to no purpoſe, the fleet was ordered once more to ſail, and the command of it given to Vice-Admiral Byng, who hoiſted his flag on board the Ramilies, having under him Rear-Admiral Weſt in the Buckingham. They ſailed from Spithead October 14th; and on the 14th of November had the good fortune to fall in with the Eſperance of ſeventy-four guns, commanded by the Compte de Bouvet, being one of M. du Perrier Salvert's ſquadron from Louiſburg, on her way to Breſt. Admiral Byng made the Orford's ſignal to chaſe, and followed with the reſt of the ſquadron. Captain Stephens got along-ſide of the enemy's ſhip about ten o'clock at night, and began a very cloſe action, which was returned with great briſkneſs, but aimed chiefly at the Orford's rigging. Captain Cornwall, in the Revenge, coming up, poured ſome broadſides into the Eſperance; and on Rear-Admiral's Weſt's approach immediately after, the enemy ſurrendered. They had only three hundred men on board;

board; thirty of whom were killed, and about double that number wounded. The ſhip was much damaged in her hull, yards, maſts and rigging. The Oxford had one man killed, and ſeventeen wounded. The weather becoming extremely boiſterous, and the Eſperance being an old ſhip, the Admiral, as ſoon as the weather would admit of it, ordered her people to be withdrawn, and the ſhip to be ſet on fire. The fleet returned to Spithead the 21ſt of November.

The French had about this time an opportunity, and they availed themſelves of it, of prepoſſeſſing Europe with a ſtrong idea, that their practice correſponded with the language they uniformly had held from the commencement of the diſpute. His Majeſty's ſhip the Blandford of twenty guns, commanded by Captain Watkins, having on board Mr Lyttleton, Governor of South Carolina, on his way to his government, was taken by the French ſquadron commanded by M. de Guay, who ſent her to Nantz. As ſoon as the French Miniſtry were informed of this, they gave orders for Mr Lyttleton's immediate releaſe; and, ſoon after, the ſhip and crew were reſtored to Captain Watkins, with leave to depart when he pleaſed.

When this piece of policy is compared with the French proceedings in America during this campaign, no perſon can heſitate to pronounce, that this artful and affected piece of moderation was uſed merely as a device, evidently calculated to lull the European Courts into a favourable opinion of their regard to the faith of treaties, and of their love of juſtice; to which, however, the whole of their conduct in America had quite an oppoſite tendency. The conduct of the Court of Verſailles, at this time, appears indeed very problematical. They could not fail of being extremely ſenſible, how much the trading part of the French nation had ſuffered from the activity of the Britiſh cruizers; and yet they had hitherto taken no ſteps to put a ſtop to this injury. This conduct can ſcarcely be attributed to moderation; which is not a characteriſtic of the French. It would rather appear, that their Miniſtry had been deceived by the repreſentation made to them of things on this ſide of the water. The Britiſh Miniſtry were very unpopular with the nation at large, and wholly averſe from war; while the King's partiality for his

German dominions, whoſe ſafety it was thought he had much at heart, is ſuppoſed to have had great weight with the French Adminiſtration, who imagined, that it would prevent Great Britain from ſpeedily adopting coercive meaſures, notwithſtanding the juſt provocation which they had given to the nation for a declaration of war. The Court of Verſailles, therefore, now changed its tone, and publicly gave out, that if proper ſatisfaction was not made for the taking of their ſhips, that early in the Spring the King of France would ſend an army of two hundred thouſand men, and invade the Electorate of Hanover. The better to make this believed, they began to form large magazines in Weſtphalia. By this they hoped to prevent things coming to an extremity.

The Parliament met on the 14th of November; and the King, in his ſpeech to both Houſes, informed them, "That "in the preſent critical conjuncture of affairs, as well as his "conſtant inclination, he was deſirous of their advice and "aſſiſtance. Since laſt ſeſſion, he had taken ſuch meaſures as "might be moſt conducive to the protection of his poſſeſſions "in America, and to the regaining of ſuch parts thereof as "had been incroached upon or invaded, in violation of the "peace, and contrary to the faith of the moſt ſolemn trea-"ties. That he had got ready our naval force with the great-"eſt expedition: Some land forces had been ſent to North "America; and every encouragement given for the colonies "to arm in their own defence. With a ſincere deſire to pre-"ſerve his people from the calamities of war, as well as to "prevent, in the midſt of theſe troubles, a general war from "being lighted up in Europe, he had been always ready to "accept reaſonable and honourable terms of accommodation: "but none ſuch had hitherto been propoſed on the part of "France. He had alſo confined his views and operations to "hinder France from making new encroachments, or ſup-"porting thoſe already made; to exert our right to a ſatiſ-"faction for hoſtilities committed in time of profound peace; "and to diſappoint ſuch deſigns as, from various appearances "and preparations, there was reaſon to think had been form-"ed againſt his kingdoms and dominions. That he made no "doubt of the vigorous and cheerful ſupport of his Parlia-

"ment,

" ment, from the affectionate aſſurances which they had given " him laſt ſeſſion."

The addreſſes returned from both Houſes, were affectionate and ſpirited. The Lords obſerved, that " if any power could " be ſo much miſtaken as to imagine, that his Majeſty or his " Parliament would remain unactive ſpectators of ſuch un- " provoked hoſtilities, they muſt before now be convinced of " their error." And the Commons, after aſſuring the King of their hearty ſupport, and thanking him for the meaſures he had already purſued, to vindicate the juſt rights and poſ- ſeſſions of his Crown, and to guard againſt any attempts which France may make, on account of his Majeſty's not having ſubmitted to her unjuſtifiable incroachments; ſay, " And we " think ourſelves bound, in juſtice and gratitude, to aſſiſt his " Majeſty againſt inſults and attacks that may be made upon " any of his Majeſty's dominions, though not belonging to the " Crown of Great Britain, in reſentment of the part his Ma- " jeſty has taken in a cauſe wherein the intereſts of this king- " dom were ſo immediately and eſſentially concerned." And the Commons ſoon gave the King and the nation a convincing proof how earneſt they were to redreſs the wrongs the country had ſo long complained of in vain, by voting fifty thouſand ſeamen for the ſervice of the current year.

This reſolution opened the eyes of the Court of Verſailles. They now perceived they had gone too far; and as Spain had poſitively refuſed to join or aid them, they wiſhed once more to have recourſe to negociation. But the people of Great Britain were highly exaſperated, and would no longer be ſported with. The whole kingdom was in a ferment, and accuſed Adminiſtration of puſillanimity for not declaring war. The French had no Ambaſſador at this time in London, to make any offer of renewing a negociation for ſettling all matters in diſpute between the two Crowns. Therefore, M. Rouille, the King of France's Miniſter for Foreign Affairs, ſent to Mr Secretary Fox the following memorial, dated Verſailles, December 21. 1755, who received it during the Parliament's re- ceſs for the Chriſtmas holidays, and which is here inſerted for the information of the reader.

"SIR,

"By command of the King my Maſter, I have the honour to "ſend your Excellency the following Memorial, &c. &c.

"THE King is able to demonſtrate to the whole Univerſe, "by authentic proofs, that it is not owing to his Majeſty, that "the differences relating to America have not been amicably "accommodated. The King being moſt ſincerely deſirous to "maintain the public peace, and a good underſtanding with "his Britannic Majeſty, carried on a negociation relative to "that ſubject, with the moſt unreſerved confidence and good "faith. The aſſurance of the King of Great Britain's diſpoſi- "tion to peace, which his Britannic Majeſty and his Miniſtry "were conſtantly repeating, both by word of mouth and writ- "ing, were ſo formal and preciſe, that the King could not, "without reproaching himſelf, entertain the leaſt ſuſpicion of "the ſincerity of the Court of London's intentions.

"It is ſcarce poſſible to conceive how theſe aſſurances can "be reconciled with the orders given for hoſtilities in Novem- "ber 1754, to General Braddock, and in April 1755, to Ad- "miral Boſcawen. The attack and captures in July laſt, of "two of the King's ſhips in the open ſea, and without a de- "claration of war, was a public inſult to his Majeſty's flag; "and his Majeſty would have immediately manifeſted his juſt "reſentment of ſuch an irregular and violent proceeding, if "he could have imagined that Admiral Boſcawen acted by the "orders of his Court. For the ſame reaſon, the King ſuſ- "pended at firſt his judgment of the piracies that have been "committed for ſeveral months by the Engliſh men of war, "on the navigation and commerce of his Majeſty's ſubjects, in "contempt of the law of nations, the faith of treaties, the "uſages eſtabliſhed among civilized nations, and the regard "they reciprocally owe one another. The ſentiments of his "Britannic Majeſty gave the King room to expect, that at his "return to London, he would diſavow the conduct of his Ad- "miralty and naval officers, and give his Majeſty a ſatisfaction "proportionate to the injury and the damage. But ſeeing that "the King of England, inſtead of puniſhing the robberies "committed by the Engliſh navy, on the contrary encourages "them,

"them, by the demanding from his ſubjects freſh ſupplies a-
"gainſt France; his Majeſty would fall ſhort of what he owes
"to his own glory, the dignity of his Crown, and the defence
"of his people, if he deferred any longer demanding a ſignal
"reparation for the outrage done to the French flag, and the
"damage done to the King's ſubjects.

"His Majeſty, therefore, thinks proper to apply to his Bri-
"tannic Majeſty, and demand from him immediate and full
"reſtitution of the French ſhips, as well men of war as mer-
"chantmen, which, contrary to all law, and all decorum, have
"been taken by the Engliſh navy, and all the officers, ſoldiers,
"mariners, guns, ſtores, merchandize, and, in general, every
"thing belonging to theſe veſſels.

"The King will always chooſe to owe to the King of Eng-
"land's equity, rather than to any thing elſe, that ſatisfaction
"which he has a right to demand; and all the powers of Eu-
"rope will undoubtedly ſee in this ſtep, which he has deter-
"mined to take, a new and ſtriking proof of that invariable
"love of peace, which directs all his Majeſty's councils and
"reſolutions. If his Britannic Majeſty orders reſtitution of
"the veſſels in queſtion, the King will be diſpoſed to enter into
"a negociation for that farther ſatisfaction which is legally due
"to him, and will continue deſirous, as he hath always been,
"to have the diſcuſſions relating to America determined by an
"equal and ſolid accommodation. But if, contrary to all
"hopes, the King of England ſhall refuſe what the King de-
"mands, his Majeſty will regard this denial of public juſtice
"as the moſt authentic declaration of war, and as a formed
"deſign of the Court of London to diſturb the peace of Eu-
"rope."

To this Memorial, Mr Secretary Fox returned the following Anſwer:

"*Whitehall, January 13th* 1756.

"SIR,

"I RECEIVED, on the 3d inſtant, the letter of the 21ſt paſt,
"with which your Excellency honoured me, together with the
"memorial ſubjoined to it. I immediately laid them before
"the

" the King my maſter; and, by his command, I have the ho-
" nour to inform your Excellency, That his Majeſty continues
" deſirous of preſerving the public tranquillity. But, though
" the King will conſent to an equitable and ſolid accommoda-
" tion, his Majeſty cannot grant the demand that is made, of
" immediate and full reſtitution of all the French veſſels, and
" whatever belongs to them, as the preliminary conditions of
" any negociation, his Majeſty having taken no ſtep but what
" the hoſtilities begun by France, in a time of profound peace,
" (of which he has the moſt authentic proofs), and what his
" Majeſty owes to his own honour, to the defence of the rights
" and poſſeſſions of his Crown, and the ſecurity of his king-
" doms, rendered juſt and indiſpenſable. I have the honour
" to be," &c. &c.

The memorial, and Mr Fox's anſwer to it, were both laid before Parliament, in order that the public might be fully apprized of the temper of the Court of Verſailles, and that proper ſteps might be taken to enable his Majeſty to proſecute the war with vigour; which, from his Majeſty's ſpeech at the opening of the ſeſſion, there was great reaſon to dread, would ſoon, by the deſigns of France, reach the Continent of Europe. From the plauſibility and art with which the memorial ſent by M. Rouille was drawn up, it became abſolutely neceſſary that a full refutation of what it alleged ſhould be publiſhed, leſt the world ſhould have been deceived by the falſe aſſertions contained in it. Therefore, a ſtrong and maſterly repreſentation was framed, in which the differences of the two nations were properly and clearly ſtated. This was preſented to all the European Courts, that they might be convinced of the repeated and wanton injuries committed by the French on his Majeſty's ſubjects in America—of the frequent repreſentations which his Majeſty had cauſed to be made to the Court of Verſailles on this head—of the promiſes of redreſs, which were never fulfilled—and of the abſolute neceſſity he had been under to have recourſe to arms, in order to protect his ſubjects, and to obtain the reparation and ſatisfaction to which he was juſtly entitled.

The

The well-known truth of his Britannic Majeſty's aſſertions carried conviction along with them, and left not a doubt, with every unprejudiced perſon, of the uprightneſs of his intentions, and that France had, by a moſt unwarrantable conduct, been the ſole cauſe of a miſunderſtanding, which threatened to ſet all Europe in a flame.

The ſucceſs of his Majeſty's cruizers was prodigious; for, in the courſe of a few months, not leſs than three hundred French merchant ſhips were brought into our ports, many of whoſe cargoes were of great value. The Miniſtry acted with great delicacy in relation to them; for, inſtead of confiſcating both ſhip and cargo, they were only detained in port as a ſort of depoſite, to redeem which, it was the earneſt wiſh that the Court of Verſailles would liſten to reaſonable terms of accommodation. But all efforts to bring this about proving ineffectual, the captures were at laſt ordered to be ſold. It is to be lamented that this meaſure was not ſooner adopted, and the money ariſing from the ſales depoſited in the Bank of England, until the differences between the two Crowns had been ſettled; for, as many of the cargoes conſiſted of fiſh, and other periſhable commodities, they were, by the time this order was iſſued, wholly unfit for market; and a great many veſſels were obliged to be towed into deep water and ſunk, with their cargoes on board; whereby the nation was in a great meaſure deprived of every benefit ariſing from their capture, except that of the crews; for, by the time that war was formally declared between the two nations, near ten thouſand of the beſt ſailors of France were priſoners in England: A blow which the enemy ſeverely felt, throughout the whole of the war.

On the 6th of January, his Majeſty was pleaſed to order the following promotion of flag-officers, viz.

Henry Oſborne, Eſq; to be Vice-Admiral of the Red.

Thomas Griffin, Eſq;
Sir Edward Hawke, K. B. } Vice-Admirals of the White.

Charles Knowles, Eſq;
Honourable John Forbes
Honourable Edward Boſcawen } Vice-Admirals of the Blue.

Charles

Charles Watſon, Eſq;
Temple Weſt, Eſq; } Rear-Admirals of the Red.
George Pocock, Eſq;
Honourable George Townſhend } Rear-Admirals of the White.
Savage Moſtyn, Eſq; Rear-Admiral of the Blue.

And in May thereafter, the following Captains were, by his Majeſty's command, promoted to the rank of Rear-Admirals of the Blue Squadron of his Majeſty's fleet, viz. Francis Holburne, Henry Harriſon, Thomas Cotes, and Thomas Frankland, Eſqrs.

The 23d of December, his Majeſty was pleaſed to appoint the following Lords and Gentlemen to be Commiſſioners for executing the Office of Lord High Admiral of Great Britain and Ireland, viz. George Lord Anſon, William Viſcount Duncannon, Honourable Thomas Villiers, Sir William Rowley, K. B., Honourable Edward Boſcawen, John Viſcount Bateman, and the Honourable Richard Edgecumbe. The two laſt in room of Welbore Ellis, Eſq; and the Honourable Charles Townſhend.

1756.

The French, finding that Great Britain would no longer be trifled with, were extremely active at all their principal ſea-ports in making preparations to carry on the war with vigour and effect. They declared they were forced to ſuch meaſures by the conduct of the Court of London; and publicly avowed, that their intentions were not only to attack his Majeſty's Electoral dominions, but at the ſame time to invade Great Britain, and, if poſſible, to make that country the ſeat of war.

In order to give this threat all the appearance of a real deſign, large bodies of regular troops, accompanied with a formidable train of battering and field artillery, were marched into all their maritime provinces, not only thoſe which bordered on the Channel and Atlantic Ocean, but alſo in the Mediterranean; and general officers were appointed to command them. The utmoſt diligence was uſed to equip a powerful fleet

fleet at Breſt, which was to be joined by all the ſhips they could fit out at Rochfort: And in order to tranſport the troops acroſs the Channel, great numbers of flat-bottomed boats were conſtructed at all their ports.

The enemy, knowing that the Britiſh nation had a very poor opinion of the abilities of their Miniſtry, and that they placed no kind of confidence in them, were prompted to theſe meaſures. The effect, therefore, that their proceedings muſt have had on the minds of the bulk of the people throughout the kingdom, they well knew. Every thing turned out as they wiſhed. The Miniſtry were alarmed; the nation became perfectly panic-ſtruck; and, from the ſteps taken by Government, our people imagined the enemy already in the heart of their country. A general deſpondency prevailed.

The Duc de Mirepoix, the French Ambaſſador, returned to London about the end of January, and made advances to ſettle the differences ſubſiſting between the two nations by means of a negociation: His powers, he ſaid, were ample; but his demands were ſo extravagant, that they were deemed wholly inadmiſſible. The conferences were ſoon at an end; and he once more returned to Paris.

The ſword was now ready to be drawn in reality; but Adminiſtration, inſtead of ſhowing a proper and becoming ſpirit, were frightened at the enemy's threat of an invaſion; and they iſſued on the 3d of February a proclamation ſufficient to damp the ſpirits of the people. This was ordering the proper officers, in caſe the French ſhould make an hoſtile invaſion into this country, to cauſe all horſes, oxen and cattle which were fit for draught or burden, and not actually employed in the ſervice or defence of the country; and alſo all other cattle, as far as it was practicable; as alſo all proviſions, *to be driven and removed at leaſt twenty miles from where ſuch attempt was made.* And on the 23d of March, the King ſent meſſages to both Houſes of Parliament, acquainting them, "That he had received advice, from different places "and perſons, that a deſign had been formed by the French "Court to make an hoſtile invaſion upon Great Britain or "Ireland; and that the great preparations of land forces, "ſhips, artillery and warlike ſtores, now notoriouſly making

"in the ports of France, oppoſite to the Britiſh coaſts, toge-
"ther with the language held by the French Miniſters in ſome
"foreign Courts, left no room to doubt of ſuch a deſign.
"That in conſequence of the advice and aſſurances of Par-
"liament, he had cauſed augmentations to be made to his
"forces by ſea and land; had put the kingdom in a proper
"ſtate of defence; and, for a further ſecurity, had made a de-
"mand on the Landgrave of Heſſe-Caſſel for the troops he
"had agreed to furniſh by treaty."

Both Houſes of Parliament returned moſt loyal and dutiful addreſſes to his Majeſty; in which they approved of what he had already done; aſſuring him, that they would ſtand by him with unſhaken zeal, vigour and unanimity, at the hazard of their lives and fortunes, againſt all his Majeſty's enemies; and ſupport him in all ſuch meaſures as he ſhould find it neceſſary to take at this critical conjuncture.

Beſides the Heſſian, Adminiſtration judged it proper to take a body of Hanoverian troops into Britiſh pay; and both were ordered for England with the utmoſt expedition. This reinforcement, far from calming and leſſening the fears of the people, had quite a contrary tendency, as it convinced them of the very defenceleſs ſtate the kingdom was in. Nor did the Miniſtry ſtop here; for the Honourable Mr Yorke, the Britiſh Ambaſſador at the Hague, was ordered to make a demand of the ſix thouſand troops from the States General of the United Provinces, which they ſtood by treaty engaged to ſupply to Great Britain, in caſe ſhe was attacked by France.

Mr Yorke's requiſition was ſoon followed by a memorial to their High Mightineſſes from the Count d'Affray, the French Ambaſſador at the Hague, in which he acknowledged the obligation which the States General were under of complying with the requeſt of the Court of London, in caſe Great Britain was attacked by France; but, ſo far was that from being the caſe, that it was England who had attacked her; and that France had borne, with unexampled patience, the many open and avowed depredations that had been made, both on the King and his ſubjects. That his Maſter was deſirous of being on terms of friendſhip with the Republic, but ſhould not ſee with indifference the States General take a deciſive part with his

his enemies. That the States General were bound by no treaties to aſſiſt Great Britain with troops, when her violences had drawn on her the vengeance of an injured kingdom.

The Dutch were a good deal puzzled how to act; but were freed from their embarraſſment, by Colonel Yorke informing them, That his Court would wave its claim to the ſupply of troops, to prevent the States from being forced into a war in which they had no concern as principals.

Application for aid in this critical conjuncture was likewiſe made to our good ally the Empreſs Queen of Hungary, in whoſe cauſe Great Britain had acted with unbounded generoſity: But ſhe excuſed herſelf from fulfilling her engagements, under pretence, that the war having originated in America, did not come within the terms of the treaty ſubſiſting between her and Great Britain. In fact, the Court of Vienna was too buſy in forming a plot for ſtripping the King of Pruſſia of his dominions, and kindling a general war in Europe, to pay the leaſt attention to any other deſign.

Although the Miniſtry had, in general, a majority in both Houſes of Parliament, yet there was a very ſtrong party, from whom they met with a ſpirited oppoſition, and which the nation in general looked up to, as the only people who could ſave them from the deſtruction with which they were threatened. At the head of this band of patriots in the Houſe of Commons, ſtood Mr William Pitt, a name that will be for ever dear to his country. He inveighed, with irreſiſtible eloquence, againſt the bringing over foreign troops to defend the kingdom; and he ſo powerfully ſeconded the Honourable Charles Townſhend, who brought in a bill this year for eſtabliſhing a national militia, that it paſſed the Houſe of Commons; but the Miniſtry had power enough to get it rejected in the Houſe of Lords. Mr Pitt and his friends averred, that Great Britain had ſpirit ſufficient to defend herſelf, if her ſtrength was but properly exerted. Nothing could be more true; for, on a comparative view of the naval ſtrength of Great Britain and France at this time, the former had one hundred ſhips of the line, thirty-three of fifty guns, and ſeventy-two frigates, from fifty to twenty guns, beſides a proportionable number of ſloops of war and ſmall veſſels; and the latter had only ſeventy-two

ſhips of the line, ten of fifty guns, and thirty-ſix frigates, with a few ſloops of war and ſmall veſſels. (See Note 76.)

The Britiſh Miniſtry appears to have been completely duped by the Court of Verſailles, and to have fallen into the ſnare they had ſo artfully laid for them. Trembling through fear of an invaſion, a large fleet was detained at home for the ſecurity of the nation: feeble reinforcements were ſent to North America and the Weſt Indies: and although authentic information had been early received, of the preparations making at Toulon, for the invaſion of the iſland of Minorca, yet no attention was paid to it, nor any fleet ſent to the Mediterranean in due time to prevent it.

The ſupplies granted by Parliament in the courſe of this ſeſſion, were extremely liberal: 2,600,000 l. for fifty thouſand ſeamen, including nine thouſand one hundred and thirty-eight marines, and the ordnance for the ſea-ſervice; 219,021 l. 3 s. for the ordinary of the navy, including half-pay to ſea officers; 20,000 l. for building the naval hoſpital at Haſlar near Goſport; 200,000 l. towards the building, rebuilding, and repairs of the Navy; 300,000 l. towards paying off the debt of the Navy; 163,357 l. 9 s. 9 d. towards defraying the charge of ſix thouſand five hundred and forty-four Heſſian infantry, and 121,447 l. 2 s. 6 d. towards defraying the charge of eight thouſand ſix hundred and five Hanoverian infantry, &c.; 115,000 l., to be diſtributed in ſuch proportions as his Majeſty ſhould think fit, to the colonies of New England, New York, and New Jerſey, in North America, as a free gift and reward for paſt ſervices, &c.; 5000 l. to Sir William Johnſton for his ſervices; and to his Majeſty, upon account, 1,000,000 l. The ſum-total of the ſupplies voted for the current year, amounting to 7,229,117 l. 4 s. 6 d. (See Note 77.)

The greateſt diſpatch was uſed in all the royal dock-yards, for getting the fleet ready for ſea, while large bounties were offered for volunteers. Theſe unfortunately being found inadequate to the purpoſe, the diſagreeable, though neceſſary expedient of impreſſing ſeamen was obliged to be had recourſe to. The marine corps was conſiderably augmented; fifteen battalions were raiſed, and added to the regiments in Great Britain; and a regiment of four battalions, compoſed chiefly of foreigners, was raiſed, in order to be ſent to North America.

The

The laudable and humane inſtitution of the Marine Society, which was ſet on foot this year, by the ſubſcription of the merchants of London, and other real patriots and well-wiſhers to this country, does the contrivers and promoters of it immortal honour. It proved the happy means, of not only preventing a number of unfortunate young perſons from falling victims to vice and infamy, but of adding them to the number of the moſt uſeful claſs of ſubjects of the ſtate, and rendering them, from worthleſs vagrants, reſpectable citizens. The plan of this glorious inſtitution was, to educate and clothe orphans, or deſerted and friendleſs boys, who were willing to enter on board the Navy; and, in the courſe of the war, ſeveral thouſands were placed on ſhip-board. The Britiſh cruizers were uncommonly ſucceſsful, and brought into port many French merchant ſhips.

The main deſign of the Court of Verſailles in Europe, began now to unfold itſelf. Spain had reſiſted all their allurements to join in the war; and they had now brought matters to ſuch a pitch, that hoſtilities in Europe became unavoidable. They reaped, however, the benefit of the alarm they had cauſed throughout Great Britain; and they, almoſt unperceived, embarked from ſixteen to eighteen thouſand men, on board of veſſels at Toulon. The command of this army was given to the Duc de Richlieu, who was eſcorted by a ſtrong ſquadron, under the command of M. de Galiſſoniere, to the iſland of Minorca. It landed at Citadadella the 19th of April.

As ſoon as certain advice was received of this hoſtile invaſion, Great Britain formally declared war againſt France, May 18th, (See Note 78.); and a proclamation immediately followed, for the encouragement of privateers and letters of marque, authorizing the Lords Commiſſioners of the Admiralty to grant them. On the 18th of June, the French followed the example which we had ſet them, (See Note 79.); and in the declarations of war made by the reſpective nations, the blame of the war is mutually laid on each other.

The meeting of the Parliament was appointed to be early in December; but as the Miniſtry became daily more unpopular, and ſeemed to have entirely loſt the confidence of the nation at large, a complete change of Adminiſtration took place towards the end of November. The Duke of Devonſhire was appointed Firſt Lord

Lord of the Treaſury; the Honourable Henry Bilſon Legge, Chancellor of the Exchequer: the other members of that Board being, Robert Nugent, Eſq; William Viſcount Duncannon, and the Honourable James Grenville. The Board of Admiralty was compoſed of Richard Earl Temple; the Honourable Edward Boſcawen; Temple Weſt, and John Pitt, Eſquires; George Hay, LLD.; Thomas Orby Hunter, and Gilbert Elliot, Eſquires. The Honourable George Grenville was made Treaſurer of the Navy; William Pitt, Eſq; one of his Majeſty's principal Secretaries of State, in room of Mr Fox. John Pitt, Eſq; being ſoon after appointed Surveyor-General of his Majeſty's Woods, &c. his place at the Admiralty Board was filled by the Honourable John Forbes.

The friends of the people were no ſooner in office, than the ſpirit of the nation began to revive; eſpecially when it became known, that it was one of the preliminaries of their coming into place, that the foreign troops then in England ſhould be ſent home. The fears of an invaſion vaniſhed; nor was there ever any real danger to be apprehended from the French Court following up ſo hazardous and ſo chimerical a ſcheme. To put it in practice with any proſpect of ſucceſs, it was abſolutely neceſſary that they ſhould obtain a ſuperiority at ſea; and this, on a comparative view of the Navies of the two nations, (See Note 70.), would not have been an eaſy matter. It may be remarked, too, that before a debarkation of an army, with all its neceſſary appendages, could be effected, the Britiſh fleet muſt either have been beaten, or forced to retire.

The war between France and Great Britain now extending to all the quarters of the globe, we ſhall, in the Memoirs of this year, continue to follow the plan firſt adopted; beginning with the ſituation of affairs at home, and of the meaſures deſigned to be purſued throughout the campaign; then proceeding to the moſt diſtant parts, the Eaſt Indies, Weſt Indies, North America, Africa, and the Mediterranean; finiſhing with an account of the naval and military tranſactions at and near home.

On the 4th of June, his Majeſty ordered a promotion of flag-officers. Seven Captains were made Rear-Admirals on this

this occaſion. The flag-officers of his Majeſty's fleet now ranked in the following order:

James Stewart, Eſq; Admiral of the Fleet.

Honourable George Clinton, Sir William Rowley, K. B.	Admirals of the White.
William Martin, Eſq; Iſaac Townſhend, Eſq; George Lord Anſon, Honourable John Byng,	Admirals of the Blue.
Henry Oſborne, Eſq;	Vice-Admiral of the Red.
Thomas Smith, Eſq; Thomas Griffin, Eſq; Sir Edward Hawke, K. B	Vice-Admirals of the White.
Charles Knowles, Eſq; Honourable John Forbes, Honourable Edward Boſcawen, *Charles Watſon, Eſq;	Vice-Admirals of the Blue.
*Temple Weſt, Eſq; *George Pocock, Eſq; *Honourable George Townſhend, *Savage Moſtyn, Eſq; *Francis Holburne, Eſq;	Rear-Admirals of the Red.
*Henry Harriſon, Eſq; *Thomas Cotes, Eſq; *Thomas Frankland, Eſq; †Lord Harry Powlett, †Harry Norris, Eſq; ††John Brett, Eſq;	Rear-Admirals of the White.
†Thomas Broderick, Eſq; †Sir Charles Hardy, Kt. †George Earl of Northeſk, †Charles Saunders, Eſq;	Rear-Admirals of the Blue.

Thoſe marked thus *, were the flag-officers promoted.
Thoſe marked thus †, were Captains, promoted to be Rear-Admirals.
The one marked thus ††, refuſed to accept of his flag.

EAST-INDIES.

At the end of laſt year, we left Admiral Watſon going on an expedition againſt a pirate in the neighbourhood of Bombay, on the Malabar coaſt, whoſe origin was very obſcure, but who was now become extremely troubleſome to all the trading nations in India. For the better underſtanding of this matter, it will be neceſſary to give ſome account of this pirate, whoſe name was Tulagee Angria, and who reſembled, in point of ſtrength and territories, one of the piratical States of Barbary.

About a hundred years ago, Conojee Angria, from a private Mahratta, had been employed as a General and Admiral under the Saha Raja, in his wars with the Sudee, or Mogul's Admiral. Being afterwards made Governor of the iſland of Severndroog; upon the firſt favourable opportunity, he, from Governor, made himſelf Sovereign of the iſland, and ſeized many of the veſſels he had formerly commanded. With theſe he began to commit acts of piracy; confining his territory, however, to his iſland, till he had, by repeated ſucceſſes at ſea, rendered himſelf ſomewhat more formidable. The Mahrattas were alarmed, but were unable to reach him in his iſland, he having now taken the greateſt part of their fleet. They therefore built three forts on the Main, within leſs than point-blank ſhot of his little territory, which was a ſmall, rocky, but well fortified iſland, of about one mile in circumference. By means of theſe forts, they hoped to reduce him to obedience; but he having the ſea open, and being much ſuperior to his countrymen in ſkill and bravery, attacked and took ſeveral of their ſea-ports, and at length carried his conqueſts from Tamana to Rajapore on the ſea-coaſt; an extent of country near ſixty leagues in length, in which are ſeveral commodious harbours. He alſo poſſeſſed himſelf of a great part of the inland country, in ſome places for twenty miles back, and in others thirty; ſecuring it to himſelf, by building little forts upon ſuch eminences as commanded the paſſes. His ſucceſſors continued to ſtrengthen themſelves, and, by engaging every deſperate fellow they could ſeduce from the European ſettlements, became ſo powerful, that the Mahrattas found it neceſſary to agree to a peace

peace with them, on condition that they ſhould acknowledge the ſovereignty of the Rajah, and pay him an annual tribute.

Being now maſters of the coaſt, they made very conſiderable captures on the ſeas. From the Engliſh Eaſt India Company (beſides veſſels of leſs note) they took the Derby, richly laden, for Europe, with one hundred and fifty men. The commander was deſervedly blamed, as he ſurrendered to a few of Angria's grabs. They ſeized alſo the Reſtoration armed ſhip, of twenty guns and two hundred men, fitted out purpoſely to cruize againſt them; and took from the French the Jupiter of forty guns, and four hundred ſlaves on board. But, what is ſtill more extraordinary, they had the preſumption to attack Commodore Liſle in the Vigilante of ſixty-four guns, having the Ruby of fifty guns, and ſeveral other ſhips in company, when he was leaving the Malabar coaſt. The Dutch likewiſe came in for their ſhare of loſs; which ſo exaſperated them, that, about twenty years ago, they fitted out at Batavia ſeven armed veſſels, two bomb-ketches, and a number of land forces, and attacked Geriah, but without ſucceſs.

Angria, growing every day more powerful, could brook no ſubjection, and at length threw off his allegiance to the Mahrattas. Upon this meaſure, he received ſome remonſtrances and threats from the Nanna; but was ſo far from regarding them, that he ordered the ears and noſes of the ambaſſadors who brought them to be cut off, in contempt of their Prince and his authority. Enraged at this inſult, the Mahrattas meditated his ruin, and repeatedly applied to the Governor and Council of Bombay for the aſſiſtance of their marine force to extirpate him.

The deſcendants of Conojee Angria ſtill retained his name and the profeſſion of pirates, greatly annoying the natives, as well as the European and Mooriſh commerce. This put the India Company to a conſiderable expence, by obliging them to keep a marine force at Bombay to protect their trade. The deſtruction of ſo formidable a neighbour, had been the object of the Government of that ſettlement for near fifty years; during which time, conſiderable ſums had been expended in fruitleſs expeditions againſt them.

Commodore Matthews, in 1722, with his ſquadron, and a ſmall Portugueſe army, joined the Bombay land and ſea forces,

in an expedition againſt a fort called Cotably. But this was defeated by the treachery, or rather cowardice, of the Portugueſe, who patched up a peace with Angria; and the ſhips and troops returned to Bombay, except the Shoreham man of war, which had her bottom beat out on the rocks.

In the year 1751, Commodore Liſle being at Bombay, the Governor propoſed to him the reduction of Geriah; which, the Nanna having engaged to attack the place by land, he promiſed to attempt. But a rupture between the Moors at Aurengabad and the Nanna happening at this time, it put a ſtop to the enterprize.

The Governor, thoroughly perſuaded that the moſt effectual way of deſtroying Angria, would be with the aſſiſtance of the Mahrattas, kept up a ſtrict friendſhip with the Nanna, who aſſured him, that he ſhould be joined by a powerful army, as ſoon as a plan could be concerted for the reduction of Angria's forts on the coaſt. Upon theſe aſſurances, a treaty with the Mahrattas was concluded, and articles ſigned by the Nanna and Governor. While this treaty was in agitation, an event took place which ſhewed the neceſſity of carrying it into immediate execution.

In February 1754, Angria's fleet attacked three Dutch ſhips, one of fifty, one of thirty-ſix, and one of eighteen guns. They burnt the two firſt, and captured the laſt. Upon this ſucceſs he grew more inſolent; when, having built ſeveral veſſels, and ſet upon the ſtocks two ſhips, one of which was to carry forty guns, he boaſted that he ſhould ſoon be ſuperior to whatever could be brought againſt him in the Indian ſeas.

In 1755, at a time when the greateſt part of the Company's forces were abſent on ſervice, the Mahrattas notified, that they were then diſpoſed to join in the neceſſary buſineſs of humbling this common enemy, ſo formidable to the whole Malabar coaſt. Commodore James, who was the Commander in Chief of the Company's marine forces in India, being then at Bombay, ſailed, on the 22d of March, in the Protector of forty-four guns, with the Swallow of ſixteen guns, and the Viper and Triumph bomb-ketches, being all the force that could be collected together at that time. The Commodore received but little aſſiſtance from the Mahrattas. After ſeveral delays occaſioned by them, he attacked Severndroog, and,

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by a heavy cannonade, drove the enemy from it. On taking poſſeſſion of it, he was greatly ſurpriſed to find that he had obtained ſo eaſy a conqueſt, the walls being eighteen feet thick, and fifty feet high. Agreeable to his orders, he delivered up the fort to the Mahrattas: and on the 8th of April he anchored before Bancote (now called Fort Victoria), the moſt northern port of any conſequence in Angria's dominions, which ſurrendered next day upon ſummons. This place the Eaſt India Company, having the free conſent of the Mahrattas, have ſince taken into their hands, as it is a good harbour, and has a conſiderable trade for ſalt and other goods, which are ſent to this port from Bombay. What is ſtill of more importance, the country about it abounds in cattle, which are much wanted for the uſe of the garriſon and ſquadron at Bombay. On the 14th he anchored at Dabul, with an intention to attack that place; but next day received orders to return to Bombay, on account of the ſeaſon being too far advanced.

The ſquadron under the command of Rear-Admiral Watſon arrived at Bombay in November following: And while they were cleaning and repairing, Commodore James in the Protector, having the Revenge and Bombay frigates under his command, was ſent to reconnoitre Geriah, the capital of Angria's dominions, and to ſound the depths of water at the entrance of the harbour: which ſervice he performed, and returned to Bombay the 31ſt of December. The Admiral then ſent the Bridgewater, and Kingsfiſher ſloop, and ſome of the Company's armed ſhips, to cruize off that port. They were joined the 27th of January by Commodore James in the Protector, and Guardian frigate, and continued on that ſtation till the 11th of February, when the Admiral arrived with his ſquadron.

Before Admiral Watſon ſailed from Bombay, a council, compoſed of ſea and land officers, was held, in order to ſettle the proper diſtribution of prize-money, in caſe the enterprize ſhould prove ſucceſsful. It was here ſtipulated, that Admiral Watſon, as commander in chief of the King's ſquadron, ſhould receive two thirds of one eighth of the whole, or two twenty-fourths; Rear-Admiral Pocock one third of one eighth;

Lieutenant-Colonel Clive, and Major Chambers, with the Captains of the Company's ſhips and armed veſſels, and Captains of the army, to have an equal ſhare with the Lieutenants of the navy; and the ſubaltern officers of the army, and Lieutenants of the Company's armed ſhips and veſſels, to have the ſame diſtribution as the warrant officers of the navy. When this regulation was made known, the land officers expreſſed a diſpleaſure thereat, in regard that Lieutenant-Colonel Clive, who was commander in chief of the land forces to be employed on this ſervice, was only to ſhare the ſame as one of the Captains of the navy. Admiral Watſon, who preferred the good of the ſervice to money concerns, got this matter accommodated to the ſatisfaction of all parties. He declared, that he could not alter the articles for the diſtribution of prize-money, as ſettled by the council; but he gave an aſſurance under his hand, by which he bound himſelf to make Lieutenant-Colonel Clive's ſhare equal to Rear-Admiral Pocock's, out of the money to which he himſelf might be entitled.

The land forces employed on this expedition conſiſted of about ſeven hundred Europeans, three hundred Topaſſes, and three hundred Sepoys. This armament ſailed from Bombay the 7th of February, and joined the ſhips under Commodore James, before Geriah, on the 11th. The Mahrattas, one of the moſt formidable powers in India, being moſt inveterate enemies of Angria, and at this time in alliance with the Britiſh Eaſt India Company, had a fleet, conſiſting of four grabs and about forty gallivats, at anchor in a port called Rajapore, to the northward of Geriah; and they had aſſembled an army of near twelve thouſand men, one half of which was cavalry; and theſe were to act in concert with Admiral Watſon in the reduction of Geriah.

Upon the appearance of the Britiſh ſquadron, Angria, who had flattered himſelf that he never ſhould ſee ſo conſiderable a naval force on the coaſt, became terrified to ſo great a degree, that he quitted the fort, and endeavoured to purchaſe peace with the Mahrattas. They accordingly reſolved to make the moſt of the preſent opportunity; and, ſeeing his perturbation of mind, turned all their thoughts on the immenſe riches their priſoner was thought to poſſeſs; for in this light they conſidered

ſidered him: And that the plunder of his capital might be ſolely theirs, they inſiſted on his ſending an order to his brother-in-law, to whom he had entruſted the command of Geriah, to put them in poſſeſſion of it.

The Admiral received advice of the clandeſtine proceedings of their allies; and the next morning ſent an officer to the Governor of the fort, deſiring him to ſurrender. Angria, when he quitted the place a few days before, left the fort, his wives, children, and relations, to the care of a brother-in-law, to whom he gave orders on no account to let in the Britiſh. In this he was punctually obeyed; his brother-in-law returning for anſwer, that he would defend the place to the laſt extremity.

Between one and two o'clock of the afternoon of the 12th, the ſquadron weighed anchor, and ſtood in, formed in two diviſions (See Note 80.), with a light breeze, for Geriah harbour. The diviſion deſtined for the attack on the fort and batteries, went neareſt the ſhore, and was led by the Bridgewater, followed by the line of battle ſhips and the Protector. The other diviſion was led by the Kingsfiſher ſloop, followed by the Company's frigates and bomb-ketches, which were deſtined to attack Angria's fleet and the dock-yard. The diſpoſition for the attack was ſo exceedingly well made, that each line of battle ſhip covered a bomb-ketch; and at the ſame time, they in a great meaſure ſkreened the diviſion of frigates from the heavieſt fire of the enemy. The five bomb-ketches were under the direction of Captain Tovey of the artillery. The Mahratta fleet formed a ſort of third diviſion, but kept out of reach of the ſhot.

As the ſhips approached, the enemy began to fire; which the Kingsfiſher and the Revenge returned. About two o'clock the Admiral making the ſignal to engage, a moſt vigorous and conſtant fire was kept up againſt the fort for near half an hour. Obſerving the ſhot from the Revenge and Guardian to fall ſhort, the Admiral ſent them orders to ceaſe firing; and made the ſignal for the Tyger and Saliſbury to direct their fire againſt the north-eaſt baſtion. Soon after this, a ſhell fortunately ſet fire to the Reſtoration grab, a veſſel which Angria had taken from the Britiſh Eaſt India Company; and ſhe, driving among the other ſhipping, which were laſhed together,

gether, preſently ſet them all in flames; ſo that in the ſpace of a few hours, the principal part of Angria's fleet was deſtroyed. Nor did the conflagration ſtop here, but communicated itſelf to a large ſhip lying on the ſhore, from whence it was ſpread to ſeveral ſmaller veſſels then on the ſtocks; and by their means the arſenal and ſtore-houſes were ſoon involved in the general ruin. The devaſtation did not end, until the ſuburbs and city were ſet on fire, and even ſome parts of the fort.

About half an hour after four o'clock, the Admiral, perceiving that the enemy's guns were almoſt ſilenced, made the ſignal for the ſqudron to leave off firing; and, taking advantage of the tide, which was now at its height, he ordered the ſhips to warp in nearer to the fort; into four fathom water, cloſe to Rear-Admiral Pocock in the Cumberland, who, contrary to the advice of his pilot, had, in ſtanding in, ventured as near as thoſe ſhips which drew much leſs water, and, by a maſterly manœuvre, in bringing his ſhip up, by an anchor dropt from one of the gun room ports, prevented her from ſwinging with the flood tide and ſea breeze, which ſet right in.

In a ſhort time after, the enemy having renewed their fire, Admiral Watſon made the ſignal for the ſquadron to do the ſame; and this they did with ſuch effect, that at half paſt ſix o'clock the enemy's fire was entirely ſilenced; which the Admiral obſerving, he again made the ſignal to leave off firing.

The Admiral, ſuſpecting that the Governor of the place would ſurrender it to the Mahrattas, rather than to the Britiſh, he reſolved to diſembark the troops under Lieutenant-Colonel Clive, that he might be at hand, in caſe of an emergency, to take poſſeſſion. The army was landed accordingly, about nine in the evening, a little to the eaſtward of the fort; and Colonel Clive made two falſe fires, to ſhow that the debarkation was ſafely accompliſhed. The bomb-ketches kept throwing ſhells into the fort till day-light; when the Admiral ordered all the line of battle ſhips to warp in as cloſe as poſſible, that they might be ready to batter in breach whenever he ſhould make the ſignal; and in that caſe, he gave orders that the lower-deck guns only ſhould be made uſe of, unleſs their upper

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ones, ſhould afterwards be found neceſſary to ſilence any fire which might chance to be made by the enemy.

An officer was then ſent with a flag of truce to the Governor, with a ſecond ſummons to ſurrender the fort. He ſoon returned with the Governor's refuſal; upon which all the ſhips warped within a cable's length of the fort, in three fathom and a quarter water; a ſignal at the ſame time being made to renew the attack, which was done with ſo much ſpirit, that about two o'clock a magazine in the fort blew up; and, two hours after, a flag was hung out as a ſignal of ſubmiſſion. The Admiral, on this, ſent Lieutenant Richard King, to demand an immediate entrance into the fort for the King's troops, and that the Britiſh flag ſhould be hoiſted on one of the baſtions. Mr King ſoon returned with an account, that the Governor conſented to the hoiſting Britiſh colours; that he was willing to admit five or ſix of our men that evening; and that the enſuing morning he would ſurrender the place. This anſwer not being deemed ſatisfactory, the fire from the ſquadron was renewed, which compelled the Governor to ſubmit; his garriſon calling out for mercy, which our people were near enough to hear diſtinctly.

Colonel Clive, who, from the time he landed with the troops, had been making his approaches by land, and had greatly annoyed the enemy with his cannon; had alſo, by the poſition of his forces, prevented the Mahrattas from obtaining poſſeſſion of the place in a clandeſtine manner. That ſuch was their intention, there is no manner of doubt; as they made an offer of fifty thouſand rupees to Captains Buchanan and Forbes, if they would ſuffer them to paſs their guard. They rejected the offer with diſdain, and informed Colonel Clive of the deſign of the Mahrattas: after which, they were kept at due diſtance. Colonel Clive went on board the Admiral's ſhip, with an officer from the fort, with the articles of capitulation. Theſe were preſently agreed to by the two Admirals and Colonel Clive, who ſent an officer to take poſſeſſion of the fort, and to hoiſt Britiſh colours. Immediately afterwards, Captains Buchanan and Forbes were detached with ſixty men to ſee the garriſon lay down their arms: And on the 14th, at ſun-riſing, Colonel Clive, with the troops under his command, marched into the place.

No

No more than twenty men were killed or wounded in the reduction of this piratical ſtate. The victors found two hundred and fifty pieces of cannon, ſix braſs mortars, a large quantity of ſtores and ammunition, together with 100,000 l. Sterling in rupees, and about thirty thouſand more in valuable effects. Probably, however, this freebooter had either concealed or carried off the greateſt part of his wealth, as he was ſuppoſed to have amaſſed more than ten times the amount of what fell into the hands of the conquerors. The loſs the enemy ſuſtained in men during the attack, was inconſiderable. Angria's two wives, his two children, and his mother, were made priſoners, and treated by the Admiral with the greateſt humanity. Ten Engliſhmen and three Dutchmen, which this cruel tyrant had taken and condemned to ſlavery, were releaſed. Three hundred European ſoldiers, and as many Sepoys, were left to guard the fort, and four of the Company's armed veſſels remained in the harbour for the defence of the place. The end of April, Admiral Watſon with the fleet left the coaſt of Malabar, and arrived at Fort St David's, on the coaſt of Coromandel, the 14th of May.

Thus was Angria cruſhed at one blow, after having been the terror of all the trading nations in India, for upwards of a century. His fleet, which was burnt at Geriah, conſiſted of eight grab-ketches, and one ſhip, beſides a great number of ſmaller veſſels, called gallivats.

Having ſaid that Angria's fleet was chiefly compoſed of grabs and gallivats, it is neceſſary to give ſome deſcription of theſe veſſels, which are peculiar to the Malabar coaſt. The grabs have rarely more than three maſts, although ſome have four; the former being about three hundred tons burden, but the others not more than one hundred and fifty. They are ſo conſtructed as to draw little water, being very broad in proportion to their length, narrowing however from the middle to each end. Inſtead of bows, they have a prow projecting like a Mediterranean galley, and covered with a ſtrong deck, level with the main deck of the veſſel, from which it is ſeparated by a bulk-head, which terminates the forecaſtle. As, however, this conſtruction ſubjects the veſſel to pitch violently when ſailing againſt a head ſea, the deck of the prow is not incloſed with

with ſides, as the reſt of the veſſel is, but remains bare, that the water which daſhes upon it may paſs off without interruption. On the main deck, under the fore-caſtle, are mounted two pieces of cannon, nine or twelve pounders, which point forward through port-holes cut in the bulkhead, and fire over the prow. The cannon of the broadſide are from ſix to nine pounders.

The gallivats are large row-boats, built like grabs, but of ſmaller dimenſions, the largeſt ſeldom exceeding ſeventy tons. They have two maſts, of which the mizen is very ſlight. The main-maſt bears only one ſail, which is triangular, and very large; the peak of it, when hoiſted, being much higher than the maſt itſelf. In general, the gallivats are covered with a ſpar deck, made, for lightneſs, of bamboos ſplit; and theſe only carry patteraroes fixed on ſwivels in the gunnel of the veſſel. But thoſe of the largeſt ſize have a fixed deck, on which they mount ſix or eight pieces of cannon, from two to four pounders. They have forty or fifty ſtout oars, and may be rowed four miles an hour.

Eight or ten grabs, and from forty to fifty gallivats, crowded with men, generally compoſed Angria's principal fleet, deſigned to attack ſhips of force or burden. The veſſel no ſooner came in ſight of the port or bay where the fleet was lying, than they ſlipped their cables and put to ſea. If the wind was freſh, their conſtruction enabled them to ſail as faſt as the wind; and if it was calm, the gallivats towed the grabs. When within cannon-ſhot of the chace, they generally aſſembled under her ſtern; and the grabs attacked at a diſtance with their prow-guns, firing firſt only at the maſts, and taking aim when the three maſts of the veſſel came altogether to their view; by which means the ſhot would probably ſtrike one or other of the three. As ſoon as the chace was diſmaſted, they came nearer, and battered her on all ſides, till ſhe ſtruck; and if the defence was obſtinate, they ſent a number of gallivats, with two or three hundred men in each, who boarded ſword in hand, from all quarters, in the ſame inſtant.

NORTH AMERICA.

THE Earl of Loudoun was, on the 20th of March, appointed Commander in Chief of the land forces in North America. He was detained longer in England than he wiſhed, on account of the injudicious manner in which the military ſtores ordered for North America had been ſhipped. Every article had a ſhip allotted to it; the cannon being on board of one, the gunpowder on board of another; ſo that, if any one of this fleet was loſt or taken, it rendered what remained of no ſort of uſe. This being rectified, he ſailed from Spithead the 20th of May, on board the Nightingale. On his arrival at New York, he found things in great confuſion. The French, before he had time to collect a ſufficient force to oppoſe them, made themſelves maſters of Forts Oſwego and Ontario, after a few days ſiege; Colonel Mercer the Commandant being killed. Here the enemy found upwards of one hundred pieces of cannon, beſides a great quantity of all ſorts of ſtores and proviſions, and, by this conqueſt, made themſelves maſters of all the armed veſſels we had on Lake Ontario. Lord Loudoun immediately repaired to Albany, to take the command of the forces aſſembled there, leſt the enemy ſhould advance to the frontier. He wrote to the Governors of the different provinces, to furniſh him with as many men as poſſible, in order to protect the frontiers, during the Winter, from the enemy's incurſions. The colonies might very well undertake this ſervice, when it is remembered, that the Britiſh Parliament had been ſo very bountiful to them, as to vote the ſum of 115,000 l. as a free gift, or reward for paſt ſervices, and an encouragement to them to continue to exert themſelves with vigour in defence of his Majeſty's juſt rights and poſſeſſions; granting at the ſame time (May 3d) 5000 l. to Sir William Johnſon, as a reward for his ſervices. The money was proportioned as follows: To Maſſachuſet's Bay, 54,000 l.; to Connecticut, 26,000 l.; to New York, 15,000 l.; to Newhampſhire, 8000 l.; to Rhode Iſland 7000 l., and to New Jerſey 5000 l.

A ſquadron, commanded by Commodore Spry, had wintered in America, with a view of being early at ſea the beginning of the

the ſeaſon, to intercept any ſupplies the French might ſend from Europe to their colonies; and Commodore Holmes was ſent from England to take the command of his Majeſty's fleet on this ſtation. He eſcorted ſome troops from Corke. The ſquadron were never all joined, (See Note 81.), ſo as to act with any effect againſt the enemy. Commodore Holmes in the Grafton, with the Nottingham, and the Hornet and Jamaica ſloops in company, being on a cruize off Louiſburg, gave chace to three ſail on the 26th of July, and endeavoured to cut them off from that harbour; but they ſailing better than his ſquadron, he could not effect it, and they got ſafe into port.

As ſoon as it was dark, he diſpatched the Hornet ſloop to Halifax, with a letter to Commodore Spry, requeſting that ſome ſhips might be ſent to him immediately. Early next morning, he diſcerned ſix ſail under the land; and about eight o'clock, perceived four large ſail in chace of him. He endeavoured to draw them from the ſhore, that, in caſe he ſhould be fortunate enough to beat them, they might have no harbour to fly to. By noon, he ſaw they were two ſhips of the line and two large frigates; and, ſoon after, the headmoſt frigate fired on the Jamaica ſloop; but ſhe rowing nearer to the Nottingham, who fired at the frigate, the enemy kept at a greater diſtance. The French Commodore ſent his two frigates to attack the Jamaica ſloop; and, being by this time within cannon-ſhot, Commodore Holmes made the ſignal to tack, and bear down and engage the enemy. When he had got within a quarter of a mile of them, it unluckily fell a dead calm, ſo that he could not get ſo cloſe to them as he wiſhed; but the fire of our ſhips was ſo powerful, that the French commander was obliged to recal his frigates to his aid; and, as the wind began to ſpring up again, he availed himſelf of it, and made off with his ſquadron, with all the ſail they could crowd. Being clean ſhips, they once more got ſafely into port, notwithſtanding that Commodore Holmes did all that lay in his power to renew the battle, and prevent their retreating into the harbour of Louiſburg. This ſquadron was commanded by M. de Beauſier, (See Note 82.), and ſuffered a great loſs of men; but having taken on board a large reinforcement from the garriſon, they, from their ſuperiority, reckoned on taking our ſhips. The Grafton had

The Admiral being ordered to take on board his fleet Major-General Stuart, Colonels the Earls of Effingham and Cornwallis, with the abſent officers and recruits belonging to the garriſon of Minorca, who had been commanded to their poſts by an order from the War-Office, dated February 3d 1756, was a ſtrong proof that the Miniſtry then entertained ſome thoughts of an attack upon Minorca; and by the returns of the regiments in garriſon there, they could not be ignorant how many officers of rank were abſent, and how neceſſary their preſence would be in caſe of an attack. No method, however, was taken to convey them to their poſts, until Admiral Byng got the command of the fleet deſtined for the Mediterranean.

As a reinforcement to the garriſon of Minorca, the royal regiment of fuſileers, commanded by Colonel Lord Robert Bertie, was ordered on board his fleet; and, to make room for them, all the marines belonging to his ſquadron were ordered on ſhore. Thus, when the regiment was landed at Minorca, the ſhips were found ſo deficient in complement of men, as not to be able to fight an enemy of equal force with any probability of ſucceſs. To have embarked the ſoldiers in tranſports, would have remedied this evil.

The Admiral exerted himſelf as much as poſſible, to get the ten ſhips allotted for the Mediterranean ſervice ready for ſea with the utmoſt diſpatch: but he met with many unforeſeen and unaccountable delays. He wrote to Mr Cleveland, Secretary to the Admiralty, on the 1ſt of April, "that he was ready for ſailing in every reſpect, except want of men: that he would take three hundred and thirty-ſix, now the regiments were all on board, to complete the crews of his ſquadron. His own ſhip wanted two hundred and twenty-two, one hundred and eighty-three of them being lent to the Ludlow-Caſtle: the Trident had lent ſeventy-eight to the Hampton-Court and Tilbury; which ſhips, he ſaid, he was likely to meet with." By his letter to Mr Cleveland of the 3d of April, he ſays—"The Intrepid, Ludlow-Caſtle, and Cambridge, came but yeſterday to Spithead; that he had ordered the men; and that he hoped to be able immediately to ſail to St Helen's." By his letter of the 4th, he ſays, "he is diſappointed to find the Intrepid ſhort of complement one hundred and fifty men."

Theſe

Theſe delays, at this critical period, are truly aſtoniſhing, it being beyond a doubt, that there were many ſhips at this time at Spithead with men on board them, from which this ſquadron might eaſily have been ſupplied *. But the Admiral was directed to haſten the fitting out of the Stirling Caſtle preferably to any other ſhip, and to complete her complement of men. He was reſtrained from meddling with the men on board the Naſſau, Torbay, Eſſex, Prince Frederick, and Greyhound; theſe ſhips, ſaid the Secretary of the Admiralty, *being wanted on the moſt preſſing ſervice*; which preſſing piece of ſervice was, to try to intercept four frigates, and a convoy of forty merchant ſhips, drove into Havre-de-Grace by the Windſor; and which would have been executed to better purpoſe by a few clean frigates and ſloops, than by four ſhips of the line. But whether this, or the relief of Minorca, was moſt important to the nation, the reader will eaſily diſcern.

The

* At this inſtant there were actually twenty-ſeven ſhips of the line cruizing at different places in the Channel and Bay of Biſcay. There were alſo twenty-eight ſhips of the line in commiſſion at home, viz. ſeventeen fitted for ſea, ten fitting, and one in harbour ſervice; all which were, excluſive of the ſquadron of ten ſhips of the line under Admiral Byng, then under immediate orders to ſail for the Mediterranean. The complement of theſe twenty-eight ſhips of the line at home, amounted to fourteen thouſand ſix hundred and forty men; and there were borne on theſe ſhips books, nine thouſand eight hundred and ninety-one men, and ſeven thouſand two hundred and forty-one muſtered. Beſides, there were at that time forty-five frigates, ſloops, and armed ſhips, cruizing on the following ſtations; three under Sir Edward Hawke, one off Breſt, two off the iſle of Bas, four off Cape Barfleur, four under Admiral Smith, two at Dublin, one at Greenock, one at Whitehaven, two at Liverpool, two in Kingroad, one at Biddeford, one at Falmouth, one at Exmouth, one at Yarmouth, one at Lynn, one in the Humber, one at Newcaſtle, one at Leith, one at Sheerneſs going to Leith, three convoy to Stade, and one convoy to Oſtend, and then ordered to the Downs. There were at home, ſeventeen frigates, ſloops, and yachts, fitted and fitting for ſea; the complement of which ſeventeen veſſels amounted to two thouſand four hundred and five men; of which, one thouſand five hundred and eight were borne on theſe ſhips books, and one thouſand three hundred and twenty muſtered.——*Reſolutions of the Houſe of Commons, 13th of May* 1757.

By the above ſtatement it plainly appears, that the Admiralty had the command of no leſs than eight thouſand five hundred and ſixty-one men (without taking a ſingle man from the cruizing ſhips), from which Admiral Byng's fleet might have been completed with the greateſt eaſe, had they been attentive to the fitting out of his ſquadron.

The Admiral, before he ſailed, thought his force too ſmall; but no addition could be made to it, not even a frigate, which he requeſted to repeat ſignals; for the Miniſtry looked upon this ſquadron, when joined by the ſhips under Captain Edgecumbe, as greatly ſuperior to any thing the enemy could fit out; never reflecting, that this junction was very precarious, conſidering its weakneſs, and the ſtrength of the enemy's fleet in the Mediteranean. The Admiral, after theſe difficulties were conquered by him, ſailed from St Helen's on the 6th of April.

The Miniſtry muſt have been ill ſupplied with information of the deſigns of the enemy, when they made a ſuppoſition that the armament at Toulon was deſigned for Louiſburg. (See Note 85.) When the Admiral ſailed, Adminiſtration had then only received information of the enemy having no more than eight ſhips ready for ſea at Toulon; yet, on his arrival at Gibraltar, the 2d of May, he learned, that the Toulon ſquadron was equal, if not ſuperior to his own; that it had eſcorted an army of upwards of twelve thouſand men to Minorca, with every neceſſary for a ſiege; and that the enemy were in poſſeſſion of every ſpot of the iſland, Fort St Philip excepted.

As ſoon as he came to an anchor, the Admiral iſſued the neceſſary orders for getting the ſquadron in readineſs for ſailing as ſoon as poſſible; and he immediately communicated to General Fowke, the Governor, his orders to receive a detachment equal to a battalion from him, to be embarked on board the ſquadron, for the relief of Minorca. General Fowke had received orders on this head from the Secretary at War, in ſeveral letters, which were in themſelves in a great meaſure contradictory, and deviated ſo much from the general inſtructions given to the Governor, that, as things were ſituated, it was thought neceſſary to conſult the engineers then in garriſon, who were well acquainted with every thing relative to the citadel of St Philip, in order to know how far the relief of Minorca was practicable by the ſquadron; and likewiſe to call a council of war, to conſider of the propriety of making ſo large a detachment from the garriſon. The engineers gave in a ſigned opinion, "That, all circumſtances conſidered, it would be extremely dangerous, if not impracticable, to throw ſuccours into Fort St Philip."

The

The Governor convened a council of war, which conſiſted of himſelf and the field officers in garriſon. He laid before them his inſtructions, the ſtate of the garriſon, and the orders which he had lately received from England, reſpecting the making of the above detachment; when, there appearing ſeveral inconſiſtencies in the letters received, and the weakneſs of the garriſon being conſidered, they came to the following reſolution, "That the "ſending ſuch a detachment, equal to a battalion, would evi- "dently weaken the garriſon of Gibraltar, and be no ways "effectual to the relief of Minorca:" Aſſigning, for the grounds and reaſons of ſuch reſolution, the impracticability of introducing any ſuccours into the place; the inſufficiency of the number propoſed, if thrown in for the defence and preſervation of the iſland in its preſent condition, which they apprehended to be the meaning of the letters and orders before them; the imprudence of weakening the garriſon of Gibraltar, and unneceſſarily riſking the loſs of an additional number of his Majeſty's troops, without any reaſonable proſpect, or hope, of their being of any aſſiſtance to Minorca: concluding with the following reaſon, "Becauſe the Toulon ſquadron, by "the beſt accounts the council have received, is at leaſt equal "in force, if not ſuperior, to that under Admiral Byng; and, "ſhould the Britiſh fleet be anywiſe weakened by an engage- "ment or other accident, the garriſon of Gibraltar would be "expoſed to imminent danger; and as the garriſon ſtands at "preſent, it is not more than ſufficient to do the common "duty of the garriſon."

Theſe conſiderations, which were founded on the ſafety of Gibraltar, and, as they thought, agreeable to the orders received, which left a diſcretion to act as circumſtances might require, made the council reſolve not to weaken Gibraltar too much: Yet, as the fleet was in great want of men, eſpecially thoſe ſhips which had left their marines at Fort St Philip's, the council of war reſolved to make a detachment from the garriſon, equal to the number left at Minorca, to act on board the ſquadron, as marines. Accordingly, one captain, ſix ſubalterns, nine ſerjeants, eleven corporals, five drummers, and two hundred private men, were ſent on board the fleet; as, without ſuch aid, the crews of Captain Edgecumbe's ſquadron would not have

been able to have engaged with any effect, or even to have worked their ſhips.

One cannot look back on this expedition, without recalling a number of unfortunate accidents that befel it; all of them of ſuch conſequence, conſidering how very ill it was appointed at firſt, as to render its deſign abortive, without any one of theſe accidents being imputable to the Admiral. For inſtance, too ſmall a force originally ſent from England, owing to the bad intelligence, real or pretended, that Adminiſtration had of the enemy's motions, and of the great preparations they were making at Toulon; a tedious paſſage to Gibraltar; the garriſon of that fortreſs ſo weak, as to be but barely able to do the common duty, and unable, without manifeſt danger to the place, of ſparing the detachment ordered for the relief of Minorca. Such, too, had been the neglect of the Naval Department, that when Admiral Byng's fleet arrived, there were few or no naval ſtores, of which ſome of his ſquadron ſtood greatly in need; while the careening wharf was in a ruinous condition. To theſe, may be added the wonderfully œconomical plan of the Admiralty, in ordering the marines of the ſquadron on ſhore, in order to make room for Lord Robert Bertie's regiment, who were expreſsly embarked for the relief of Minorca; ſo that, had they been landed, the fleet muſt have been ſo deficient in complement of men, as to have been unable to have ſtood any thing like a briſk action with a force much inferior to that of the enemy.

From theſe conſiderations, it is not to be wondered at, that the Admiral was greatly chagrined at the treatment he had received; ſince it is obvious, that had proper attention been paid to the equipment of this armament, moſt of the misfortunes which befel it might have been obviated. The Admiral could not fail likewiſe of perceiving the very critical ſituation he was placed in, being ſenſible of the great clamour againſt the Miniſtry throughout the kingdom, for not ſending ſuccours in proper time to Minorca. From his knowledge of the people, he was certain they would now turn their eyes from the Miniſtry to him; and without giving themſelves leave to reflect on the ſmallneſs of the force with which he was to act,

act, would expect that, at all events, he ſhould entirely fulfil the deſign he was fitted out for; and if he failed in anſwering their moſt ſanguine hopes, he was ſenſible that the public odium would be transferred from the Miniſtry, who had long borne it, to him. But, that the nation might in ſome meaſure be acquainted with his diſagreeable ſituation, both as to equipment, and the ſtate in which he found things at Gibraltar, he wrote the following letter to Mr Cleveland, Secretary to the Board of Admiralty.

" *Ramillies in Gibraltar-Bay, May 4th 1756.*

" SIR,

" This comes to you by expreſs, by way of Madrid, recommended to Benjamin Keene, his Majeſty's Miniſter at that place, to be forwarded with the utmoſt expedition.

" I arrived here with the ſquadron under my command the 2d inſtant in the afternoon, after a tedious paſſage of twenty ſeven days, occaſioned by contrary winds and calms; and was extremely ſorry to hear from Captain Edgecumbe, (who I found here with the Princeſs Louiſa and Fortune ſloop), that he was obliged to retire from Minorca, the French having landed on that Iſland, by all accounts, from thirteen to fifteen thouſand men.

" They ſailed from Toulon the 10th of laſt month, with about one hundred and ſixty, or two hundred ſail of tranſports, eſcorted by thirteen men of war; how many of them of the line, I have not been able with any certainty to learn.

" If I had been ſo happy as to have arrived at Mahon before the French had landed, I flatter myſelf, I would have been able to have prevented their getting footing on that Iſland; but, as it has ſo unfortunately turned out, I am firmly of opinion, from the great force they have landed, and the quantity of proviſions, ſtores and ammunition of all kinds they have brought with them, that the throwing men into the caſtle, will only enable it to hold out a little longer time, and add to the number that muſt fall into the enemies hands; for the garriſon in time will be obliged to ſurrender, unleſs a ſufficient number of men could be landed to diſlodge the French, or raiſe the ſiege. However, I am de-

" termined to ſail up to Minorca with the ſquadron, where " I ſhall be a better judge of the ſituation of affairs there, " and will give General Blakeney all the aſſiſtance he may " require, though I am afraid all communication will be cut " off between us, as is the opinion of the chief engineers of " this garriſon, who have ſerved in the Iſland, and that of " the other officers of artillery, who are acquainted with the " ſituation of the harbour; for, if the enemy has erected bat- " teries on the two ſhores near the entrance of the harbour, " (an advantage they would ſcarce be ſuppoſed to neglect), it " will render it impoſſible for our boats to have a paſſage to " the ſally-port of the garriſon.

" By the incloſed liſt delivered to me by Captain Edge- " cumbe, their Lordſhips will obſerve the ſtrength of the " French ſhips at Toulon; and by the copy of a letter from " Marſeilles to General Blakeney, which I herewith tranſmit " to you, their Lordſhips will perceive the equipment the " French have made on this occaſion. It is to be apprehend- " ed, when they have got all the ſhips, they poſſibly can, ready " for ſervice, they may then think of turning their thoughts " this way.

" If I ſhould fail in the relief of Port Mahon, I ſhall look " on the ſecurity and protection of Gibraltar as my next ob- " ject, and ſhall repair down here with my ſquadron.

" I am ſorry to find, upon inquiring at the naval officer " here, that there are few or no ſtores in the magazines to ſup- " ply any of the ſquadron that may be in want of them; and it " appears by a letter I received from the ſtore-keeper and ma- " ſter ſhip-wright, that the careening-wharfs, ſtore-houſes, " pits, &c. are entirely decayed, and I am afraid we ſhall " find great difficulty in getting them repaired, there being " no artificers to be got here; and at preſent, he can have no " aſſiſtance from the carpenters of the fleet, on account of " our ſailing.

" It requiring a proper perſon to inſpect into and manage " this affair, I have taken upon me to give Mr Milbourne " Marſh, (his Majeſty's naval officer that was at Port Mahon, " and who came down with Captain Edgecumbe), an order " to act as maſter ſhip-wright; which, I hope, their Lord- " ſhips will approve; and I have given him orders to uſe his

" beſt

" beſt endeavours to put the wharfs, &c. in the beſt condi-
" tion he can; for very ſoon they will be wanted, as I appre-
" hend this is the only place the ſhips of the ſquadron can
" come to refit at, and many of the ſhips are in want of re-
" pairs and careening, particularly the Portland, who has not
" been cleaned theſe twelve months, nor the Cheſterfield ten:
" beſides, many of the ſhips that came out with me are foul.
" I fear from the inconveniencies we ſhall meet with here,
" there will be great difficulty in keeping the ſhips clean, as
" there is but one wharf for them to repair and careen at.

" By a council of war held by General Fowke, a copy of
" which is hereby tranſmitted, it was not thought proper to ſend
" a detachment equal to a battalion for the relief of Minorca,
" as it would evidently weaken the garriſon of Gibraltar, and
" be no way effectual to the relief of that Iſland, for the rea-
" ſons herein given; but, as I had repreſented there was a
" deficiency of men on board the ſhips, late under the com-
" mand of Captain Edgecumbe, on account of his having left
" a number of ſailors and marines at Minorca, to aſſiſt in the
" defence of that place, and that it was neceſſary to ſend a
" detachment on board theſe ſhips to help to man them, this
" the General complied with, and I ſhall diſtribute ſome ſea-
" men from the ſhips that came out with me to complete their
" complement.

" The Cheſterfield, Portland and Dolphin, are on their
" paſſage from Mahon to this place. The Phœnix has gone to
" Leghorn, by order of Captain Edgecumbe, for letters and
" intelligence; and the Experiment is cruizing off Cape Pallas,
" who I expect every hour.

" By a letter from Mr Banks, our conſul at Carthagena, to
" General Fowke, dated the 21ſt of April, it appears that
" twelve ſail of Spaniſh men of war are ordered from Cadiz
" to Ferrol, which are expected at that port; but on what
" account, he could not tell the Governor.

" We are employed in taking in wine, and completing our
" water with the utmoſt diſpatch; and ſhall let no opportuni-
" ty ſlip of ſailing from hence.

" I herewith ſend you ſuch papers as have been delivered

" to

" to me, which I thought neceſſary for their Lordſhips in-
" ſpection. I am, Sir, your moſt humble ſervant,
" J. Byng."

" To the Hon. John Cleveland, Eſq."

This letter has been blamed by many; and, from it, the national prejudice greatly increaſed againſt the Admiral. His deſpairing of being able to ſuccour Minorca, evidently ſhews, ſaid his enemies, that he had no deſign to attempt its relief. But, on a more cloſe examination of its contents, it will appear in a very different point of view. When he conſidered the contemptible force he was ſent out with; how much was expected from him; how inadequate to the ſervice he was to perform; no aſſiſtance to be had at Gibraltar; Did he not act properly in writing as he did? to let the world have a right ſtate of matters, how much the national affairs had been neglected by the Miniſtry, their ignorance of the enemy's ſtrength and deſigns, and, by making theſe public, to convince the nation, if he failed of ſucceſs, that the blame ought not to be laid on him?

The Miniſtry were very much diſpleaſed with this letter. The plain home truths which it contains, were told them in a ſtyle that thoſe in power are little accuſtomed to. From the manner in which the Admiral had been fitted out, his great inferiority to the enemy in point of ſtrength, the great neglect of the garriſons of Gibraltar and Minorca; made them apprehend it was next to an impoſſibility for Admiral Byng to ſucceed in relieving the latter; and, as he ſeemed not to have any fear in blaming thoſe deſerving of it, no pains were ſpared to inflame the nation againſt him, and to prejudice him in the opinion of the public. From the receipt of this letter, may be dated the foundation of the Admiral's ruin, as it now appears plain, that the Miniſtry ſaw no poſſibility of eſcaping the public odium, but by throwing it entirely on him.

The Admiral having refitted his ſquadron in the beſt manner poſſible, and being joined by the remainder of Captain Edgecumbe's ſhips, gave out an order of battle, (See Note 86.) and ſailed from Gibraltar the 8th of May, with the wind eaſterly. The wind continuing variable, with frequent calms, it was the 16th before he could reach the heights of Palma, the capital

capital of the Iſland of Majorca, where the Phœnix had been blocked up almoſt three weeks by two French frigates that cruized off that port, but who retired immediately upon ſeeing the Britiſh fleet in the offing. The Experiment was ſent in with a letter to the Engliſh conſul, for intelligence, who returned with the Phœnix, Captain Hervey, (of whom we ſhall have frequent occaſion to make honourable mention in the courſe of this work), from whom he received advice that confirmed the intelligence he had received at Gibraltar. The wind continued moſtly eaſterly till the 18th at nine at night, when a fine breeze ſprung up northerly; and the ſquadron ſailing large all night, had, next morning at day-break, a ſight of Minorca.

The Admiral, about five in the morning, diſpatched Captain Hervey in the Phœnix, with the Cheſterfield and Dolphin, ahead of the fleet, to reconnoitre as cloſe as poſſible the harbour's mouth of Mahon, and the ſituation both of the enemy and their batteries; as alſo, to obſerve whether it was practicable to throw ſuccours into the caſtle of St Philip's; and to look out for the French ſquadron, and pick up, if poſſible, any of their ſmall craft for intelligence.

Captain Hervey was alſo charged with the following letter to General Blakeney from the Admiral.

"SIR,

"I ſend you this by Captain Hervey of his Majeſty's ſhip "Phœnix, who has my orders to convey it to you, if poſſible, "together with the incloſed paquet which he received at "Leghorn. I am extremely concerned to find that Captain "Edgecumbe was obliged to retire to Gibraltar with the ſhips "under his command, and that the French are landed, and "that St Philip's caſtle is inveſted; as I flatter myſelf, had I "been more timely in the Mediterranean, that I ſhould have "been able to have prevented the enemy's getting a footing "on the Iſland of Minorca.

"I am to acquaint you, that General Stuart, Lord Effingham, Colonel Cornwallis, with about thirty officers and "ſome recruits belonging to different regiments now in garriſon with you, are on board the ſhips of the ſquadron; and "ſhall

" ſhall be glad to know, by the return of the officer, what " place you will think proper to have them landed at.

" The Royal regiment of Engliſh Fuzileers, commanded " by Lord Robert Bertie, is likewiſe on board the ſquadron, " deſtined, agreeable to my orders, to ſerve on board the fleet " in the Mediterranean, unleſs it ſhould be thought neceſſary, " upon conſulting with you, to land the regiment for the de- " fence of Minorca. But I muſt alſo inform you, ſhould " the Fuzileers be landed, as they are a part of the ſhips " complements, the marines having been ordered by the " Lords Commiſſioners of the Admiralty, on board of other " ſhips at Portſmouth, to make room for them; that it " will diſable the ſquadron from acting againſt that of the " enemy, which I am informed is cruizing off the Iſland. " However, I ſhall gladly embrace every opportunity of pro- " moting his Majeſty's ſervice, in the moſt effectual manner; " and ſhall aſſiſt you to diſtreſs the enemy, and defeat their " deſigns, to the utmoſt of my power.

" Pleaſe to favour me with information how I can moſt " effectually be of ſervice to you and the garriſon. And be- " lieve me to be," &c.

The contents of this letter do not indicate any cowardice or want of inclination to relieve the garriſon, but plainly point at the groſs error in the Admiral's equipment, and his having no marines on board; ſo that, if he reinforced the garriſon, he diſabled the fleet. Captain Hervey had orders to deliver this letter, if poſſible, to General Blakeney; and as, with a view to ſome ſuch ſervice as this, a private ſignal had been agreed on between Captain Edgecumbe, and Captain Scroop of the Dolphin, who was left in the caſtle to command the ſeamen and marines landed there, and had kept his boat in order to come off upon occaſion, it was expected it would have been ſafely delivered; yet it unfortunately happened, when Captain Hervey made the ſignal, that it was not obſerved from the caſtle. Captain Hervey, with the ſhips under his command, got round the Laire of Mahon about half an hour after eight o'clock; and though they met with light airs of wind, and ſometimes a dead calm, he continued

tinued to make the beſt of his way for the harbour's mouth, the ſquadron following him as faſt as the wind would permit. Captain Hervey, when about a league diſtant from the caſtle of St Philip's, made the private ſignal, but it was not obſerved; and the enemy's fleet appearing ſoon after in ſight, in the S. E. quarter, the frigates were recalled. The Admiral ſtood towards the enemy, and made the ſignal for a general chace.

Both ſquadrons made ſail towards each other; and, at two o'clock in the afternoon, Admiral Byng made the ſignal for a line of battle ahead; but the wind dying away, it could not be properly formed. His next care was to furniſh ſuch of his ſhips of the line, as were but weakly manned, with men from the frigates. He ordered thirty from the Phœnix on board the Revenge, and twenty into the Deptford; forty from the Experiment on board the Captain, and twenty into the Lancaſter; twenty from the Dolphin into the Intrepid; twenty to the Defiance, and ſeventeen on board the Portland. He ordered the Phœnix, which had long ago been reported unfit for ſervice, to be converted into a fire-ſhip, and to be furniſhed with materials proper for that ſervice.

About ſix in the evening, the enemy advanced in order, with twelve ſhips of the line, and five frigates; but in an hour after, they tacked, when at about two leagues diſtance, in order to gain the weather gage: an advantage ſo very material, that Admiral Byng would have deſervedly been to blame had he loſt it: therefore, to ſecure it, he was, by this manœuvre of theirs, obliged to tack likewiſe, to make ſure of the land wind in the morning, being then about five leagues from Cape Mola. The French frigates which were chaced from before Palma, having given notice of Admiral Byng's approach, M. de Richelieu had embarked ſix hundred ſoldiers on board tartans, as a reinforcement to M. de Galiſſoniere's fleet. Two of theſe veſſels appearing cloſe in with the rear of our fleet on the morning of the 20th of May, were chaced by the neareſt ſhips; one of which was taken by the Defiance, but the other eſcaped. At day-break, the weather being hazy, the enemy's ſquadron was not then to be ſeen; but ſoon after the tartan was taken, it came in ſight from the S. E.

Both ſquadrons having formed their lines, about two o'clock, Admiral Byng made the ſignal to bear away two

points from the wind, and engage the enemy; and for the Deptford to quit the line. Rear-Admiral Weſt, perceiving it impoſſible, at ſo great à diſtance as they were then from the enemy, to comply with both orders at the ſame time, bore away with his diviſion ſeven points from the wind; and, cloſing down upon the enemy, began the engagement with the greateſt reſolution and good conduct; inſomuch, that the enemy's ſhips which were oppoſed to his diviſion, were not able to withſtand their fire; and one of them was obliged to quit the line.

Admiral Byng with his diviſion, was haſtening to the aſſiſtance of Rear-Admiral Weſt with all poſſible diſpatch; when the Intrepid moſt unfortunately had her fore-top-maſt ſhot away, which falling on the fore-ſail, the ſhip became ungovernable, and was in great danger of falling on board the Revenge, the ſhip immediately aſtern of her. To prevent this, the Revenge was neceſſitated to throw her ſails all aback; and the Princeſs Louiſa and Trident were forced to do the ſame: which obliged Admiral Byng in the Ramillies to follow their example.

As all theſe ſhips were engaged, the ſmoke prevented Admiral Byng from ſeeing the cauſe of this diſaſter, or of being able to apply a remedy to it. This was the critical moment that decided the battle; the damage ſuſtained by the Intrepid, having occaſioned an opening between the van and rear diviſions, which expoſed the former very much to the enemy's fire.

As ſoon, however, as the Admiral was informed of the cauſe of this delay, he ſent and called to the ſhips ahead of him, to make ſail and bear down between the enemy and the Intrepid; for the Cheſterfield to lay by the Intrepid, and for the Deptford to ſupply her place in the line. But, by this time, M. de Galiſſoniere, growing ſick of the battle, kept continually edging away; whoſe ſhips being all clean, and going much better than ours, Admiral Byng found it impoſſible to bring the enemy to a cloſe action; and the fleets getting at a greater diſtance from each other, the firing ceaſed.

Such was the action of the 20th of May, in which the French were ſaved from a total defeat by the diſabling of the Intrepid; for Admiral Weſt, who had made a very conſiderable impreſſion on the enemy, durſt not continue to purſue his advantage, leſt he ſhould have been expoſed to the fire of the whole French ſquadron, the Admiral's diviſion not being able to come to his aſſiſtance, which

which this diſaſter had unavoidably thrown at a diſtance from him. But as ſoon as the enemy ſaw Mr Byng bearing down once more to the aſſiſtance of the Rear Admiral, they judged it prudent to retreat.

Even Mr Byng's enemies admired his ſeamanſhip, in keeping the weather-gage of the enemy, notwithſtanding all their efforts, with cleaner ſhips, to obtain it. His diſpoſition for the attack, was exceedingly good; and his ordering the Deptford to quit the line, though cenſured by many, was very proper, as ſhe was then ready to aſſiſt, or take the place of, ſuch ſhip as might be diſabled during the action. His care of his ſhips after the Intrepid's misfortune, was very commendable; for, had not he, as well as the ſhips ahead of him, thrown all aback, they had run foul of each other, and been expoſed to the fire of the enemy, without being able to annoy them in the leaſt, or to afford aſſiſtance to each other.

The conduct of M. de Galiſſoniere, on this occaſion, was highly blameable. His ſhips being larger, better manned, carrying a greater weight of metal than Admiral Byng's, and in the vicinity of a friendly port, to which he might retreat in caſe of a defeat, or from whence he might receive reinforcements to enable him to try the fortune of a ſecond battle; were advantages, every one of them great; but, of which, the Engliſh Admiral was entirely deſtitute. His only reſource was to proceed to Gibraltar, where were neither ſtores, docks, nor wharfs. On a comparative view, too, of the two ſquadrons, that of the enemy was evidently the ſtrongeſt. (See Note 87.)

Although the number of ſhips engaged in each ſquadron was equal, yet the enemy's ſhips, in general, were much larger than ours, carried more guns, a greater number of men, and had an amazing ſuperiority in weight of metal. The loſs in killed and wounded was nearly equal (See Note 88.): but we had the misfortune to loſe the gallant Captain Andrews of the Defiance; and Captain Noel of the Princeſs Louiſa, was mortally wounded. Our ſhips ſuffered very much in their maſts, yards, and rigging; inſomuch, that as ſoon as the Admiral had collected his crippled ſhips, he found it neceſſary to call a council of war on board the Ramillies, before he went again to look for the enemy. This council conſiſted of the two Ad-

mirals, the Captains of the men of war, and ſeveral land officers, who, at the Admiral's particular requeſt, were called to attend, that he might collect their opinions concerning their preſent ſituation, and the future operations of the fleet under his command.

Theſe land officers were Major General Stuart, and Colonels the Earl of Effingham, Lord Robert Bertie, and Cornwallis. The queſtions debated, were as follow:

Firſt, Whether an attack upon the French fleet gave any proſpect of relieving Mahon?—Reſolved, It would not.

Second, Whether, if there were no French fleet cruizing at Minorca, the Engliſh fleet could raiſe the ſiege?—Reſolved, It could not.

Third, Whether Gibraltar would not be in danger, by any accident that might befal this fleet?—Reſolved, It would be in danger.

Fourth, Whether an attack with our fleet, in the preſent ſtate of it, upon that of the French, will not endanger the ſafety of Gibraltar, and expoſe the trade in the Mediterranean to great hazard?—Reſolved, That it would.

Fifth, Whether it is not more for his Majeſty's ſervice, that the fleet ſhould proceed immediately to Gibraltar?—Reſolved, That it ſhould proceed to Gibraltar.

In conſequence of theſe reſolutions, the ſquadron proceeded to Gibraltar, and were buſy in repairing their damages all the way down. There the Admiral found a ſtrong reinforcement arrived under Commodore Broderick (See Note 89.), who had likewiſe brought out a regiment of foot along with him: ſo conſcious were the Miniſtry of the weakneſs of the garriſon of Gibraltar.

It is now time to lay before the reader the Admiral's letter of the 25th of May, which he forwarded as ſoon as he arrived at Gibraltar, together with the reſolutions of the council of war. This letter, the Miniſtry kept up for ſome time, and then gave it to the world ſo mutilated, that it made very much againſt the Admiral. This aſſertion will beſt appear from the letter itſelf, as publiſhed by the Admiral in his own juſtification, ſoon after he returned to England. The parts ſuppreſſed in the Gazette account, are printed in Italics.

" *Ramillies*

" *Ramillies off Minorca, May 25th* 1756.

" SIR,

" I have the pleaſure to deſire you will acquaint their Lord-
" ſhips, that having ſailed from Gibraltar the 8th, I got off
" Mahon the 19th, having been joined by his Majeſty's ſhip
" Phœnix off Majorca two days before, *by whom I had con-*
" *firmed the intelligence I had received at Gibraltar, of the ſtrength*
" *of the French fleet, and of their being off Mahon. His Ma-*
" *jeſty's colours were ſtill flying at the caſtle of St. Philip; and I*
" *could perceive ſeveral bomb-batteries playing upon it from differ-*
" *ent parts. French colours I ſaw flying on the weſt part of St.*
" *Philip's. I diſpatched the Phœnix, Cheſterfield, and Dolphin a-*
" *head, to reconnoitre the harbour's mouth; and Captain Hervey*
" *to endeavour to land a letter for General Blakeney, to let him*
" *know the fleet was here to his aſſiſtance; though every one was of*
" *opinion we could be of no uſe to him; as, by all accounts, no place*
" *was ſecured for covering a landing, could we have ſpared the*
" *people. The Phœnix was alſo to make the private ſignal between*
" *Captain Hervey and Captain Scroop, as this latter would un-*
" *doubtedly come off, if it were practicable, having kept the Dol-*
" *phin's barge with him: but the enemy's fleet appearing to the*
" *ſouth-eaſt, and the wind at the ſame time coming ſtrong off the*
" *land, obliged me to call theſe ſhips in, before they could get quite*
" *ſo near the entrance of the harbour, as to make ſure what bat-*
" *teries or guns might be placed, to prevent our having any com-*
" *munication with the caſtle.* Falling little wind, it was five
" before I could form my line, or diſtinguiſh any of the enemy's
" motions; and could not at all judge of their force, more than
" by their numbers, which were ſeventeen, and thirteen ap-
" peared large. They at firſt ſtood towards us in a regular
" line; and tacked about ſeven, which I judged was to en-
" deavour to gain the wind of us in the night; ſo that being
" late, I tacked in order to keep the weather-gage of them,
" as well as to make ſure of the land wind in the morning,
" being very hazy, and not above five leagues from Cape
" Mola. We tacked off towards the enemy at eleven; and
" at day-light, had no ſight of them. But two tartans, with
" the French private ſignal, being cloſe in with the rear of
" our

" our fleet, I ſent the Princeſs Louiſa to chaſe one, and made " the ſignal for the Rear-Admiral, who was neareſt the other, " to ſend ſhips to chaſe her. The Princeſs Louiſa, Defiance, " and Captain, became at a great diſtance; but the Defiance " took her's, which had two Captains, two Lieutenants, and " one hundred and two private ſoldiers, who were ſent out " the day before with ſix hundred men, on board tartans, to " reinforce the French fleet on our appearing off that place. " The Phœnix, on Captain Hervey's offer, prepared to ſerve " as a fire-ſhip, but without damaging her as a frigate; till " the ſignal was made to prime, when ſhe was then to ſcuttle " her decks, every thing elſe being prepared, as the time and " place allowed off.

" The enemy now began to appear from the maſt-head. I " called in the cruizers; and when they had joined me, I " tacked towards the enemy, and formed a line ahead. I found " the French were preparing theirs to leeward, having unſuc- " ceſsfully endeavoured to weather me. They were twelve " large ſhips of the line, and five frigates.

" As ſoon as I judged the rear of our fleet the length of their " van, we tacked altogether, and immediately made the ſignal " for the ſhips that led, to lead large, and for the Deptford to " quit the line, that ours might become equal to theirs. At " two, I made the ſignal to engage: I found it was the ſureſt " method of ordering every ſhip to cloſe down on the one " that fell to their lot. And here I muſt expreſs my great ſa- " tisfaction at the very gallant manner in which the Rear- " Admiral ſet the van the example, by inſtantly bearing down " on the ſhips he was to engage, with his ſecond, and who " occaſioned one of the French ſhips to begin the engage- " ment, which they did, by raking ours as they went down. " The Intrepid *unfortunately*, in the very beginning, had her " fore-top-maſt ſhot away; and as that hung on her fore-top- " ſail, and backed it, he had no command of his ſhip, his fore- " tack and all his braces being cut at the ſame time; ſo that he " drove on the next ſhip to him, and obliged that and the " ſhips ahead of me to throw all aback. This obliged me " to do ſo alſo for ſome minutes, to avoid their falling on " board me, though not before we had drove our adverſary

" out

" out of the line, who put before the wind, and had ſeveral " ſhot fired at him from his own Admiral. This not only " cauſed the enemy's centre to be unattacked, but the Rear- " Admiral's diviſion rather uncovered for ſome little time. I " ſent and called to the ſhips ahead of me to make ſail, and " go down on the enemy; and ordered the Cheſterfield to lay " by the Intrepid, and the Deptford to ſupply the Intrepid's " place. I found the enemy edged away conſtantly; and as " they went three feet to our one, they would never permit " our cloſing with them, but took the advantage of deſtroying " our rigging; for though I cloſed the Rear-Admiral faſt, I " found that I could not again cloſe the enemy, whoſe van " was fairly drove from their line; but their Admiral was " joining them, by bearing away.

" By this time it was paſt ſix, and the enemy's van and ours " were at too great a diſtance to engage. I perceived ſome " of their ſhips ſtretching to the northward; and I imagined " they were going to form a new line. I made the ſignal for " the headmoſt ſhips to tack, and thoſe that led before with " the larboard tacks, to lead with the ſtarboard, that I might, " by the firſt, keep (if poſſible) the wind of the enemy, and, " by the ſecond, be between the Rear-Admiral's diviſion and " the enemy, as his had ſuffered moſt; as alſo to cover the In- " trepid, which I perceived to be in a very bad condition, and " whoſe loſs would give the balance very greatly againſt us, if " they attacked us next morning, as I expected. I brought " to about eight that night to join the Intrepid, and to refit " our ſhips as faſt as poſſible, and continued doing ſo all night. " The next morning we ſaw nothing of the enemy, though " we were ſtill lying to. Mahon was N. N. W. about ten " or eleven leagues. I ſent cruizers to look out for the Intre- " pid and Cheſterfield, who joined me next day. And having, " from a ſtate and condition of the ſquadron brought me in, " found, that the Captain, Intrepid, and Defiance (which lat- " ter has loſt her Captain), were much damaged in their " maſts, *ſo that they were in danger of not being able to ſecure* " *their maſts properly at ſea; and alſo, that the ſquadron in gene-* " *ral were very ſickly, many killed and wounded, and no where to*

" *put*

" *put a third of their number, if I made an hoſpital of the forty* " *gun ſhip, which was not eaſy at ſea:* I thought it proper, in " this ſituation, to call a council of war, before I went again " to look for the enemy. I deſired the attendance of General " Stuart, Lord Effingham, and Lord Robert Bertie, and Colo- " nel Cornwallis, that I might collect their opinions upon the " preſent ſituation *of Minorca and Gibraltar, and make ſure of* " *protecting the latter, ſince it was found impracticable either to ſuc-* " *cour or relieve the former with the force we had. So, though* " *we may juſtly claim the victory, yet we are much inferior to the* " *weight of their ſhips, though the numbers are equal; and they* " *have the advantage of ſending to Minorca their wounded, and* " *getting reinforcements of ſeamen from their tranſports, and ſol-* " *diers from their camp; all which undoubtedly has been done in* " *this time that we have been lying-to to refit, and often in ſight of* " *Minorca; and their ſhips have more than once appeared in a line* " *from our maſt-heads.*

" *I ſend their Lordſhips the reſolutions of the council of war, in* " *which there was not the leaſt contention or doubt aroſe. I hope,* " *indeed, we ſhall find ſtores to refit us at Gibraltar; and, if I have* " *any reinforcement, will not loſe a moment of time to ſeek the enemy* " *again, and once more give them battle, though they have a great* " *advantage in being clean ſhips, that go three feet to our one, and* " *therefore have their choice how they will engage us, or if they* " *will at all; and will never let us cloſe them, as their ſole view* " *is the diſabling our ſhips, in which they have but too well ſuc-* " *ceeded, though we obliged them to bear up.*

" I do not ſend their Lordſhips the particulars of our loſſes " and damages by this, as it would take me much time; and " I am willing none ſhould be loſt, in letting them know an " event of ſuch conſequence.

" *I cannot help urging their Lordſhips for a reinforcement, if* " *none are yet ſailed, on their knowledge of the enemy's ſtrength in* " *thoſe ſeas, and which, by very good intelligence, will in a few* " *days be ſtrengthened by four more large ſhips from Toulon, almoſt* " *ready to ſail, if not ſailed, to join theſe.*

" I diſpatch this to Sir Benjamin Keene, by way of Barce- " lona; and I am making the beſt of my way to *cover* Gibral-

" tar,

"tar, from which place I propoſe ſending their Lordſhips a "more particular account. I am,

"SIR,

"Your moſt humble ſervant,

"*Hon. John Cleveland*, Eſq.

"J. BYNG."

Such was the letter the Miniſtry exhibited to the public as Admiral Byng's; and if they had not been conſcious of deſerving cenſure for their conduct, there was no occaſion to mutilate and dreſs it up in the manner they did, ſo as to throw off the blame from themſelves, to fix it ſolely on the unfortunate Admiral, and to prepoſſeſs the minds of the nation with unfavourable ſentiments of his conduct. So ſoon, however, as he and his friends had it in their power, they publiſhed a true copy of this letter to the Lords Commiſſioners of the Admiralty, and made the proper remarks on the mutilations it had ſuffered. Theſe, by the moſt judicious, were properly attended to; but the minds of the people in general were now ſo prejudiced againſt him, that they were hardly read, he being already condemned by them.

A few remarks on this letter will be abſolutely neceſſary.—By the firſt mutilation, ſaid Admiral Byng's friends, it is meant to inſinuate, that he was never in ſight of Minorca; and that he was found by the French fleet, which he did not ſeek.—By the ſecond, they concealed the weakneſs of his ſquadron, which his words—*could we have ſpared any people*—plainly evince: And by this too, they keep from the public the ſhameful manner in which the Admiral was fitted out for ſuch an important ſervice.—By the third, the folly of expecting him to land men to aſſiſt the garriſon of St Philip's, when there was no *covered landing place*; and of conſequence, the men wholly expoſed to the fire of the beſiegers.—By the fourth, they concealed the damages his ſhips had ſuſtained, which juſtified his return to Gibraltar. This was extremely unfair, as, at the ſame time that it caſts reproach on the Admiral, it conceals the blunders and negligence of the Miniſtry from public view, in having neglected to ſupply him with an hoſpital-ſhip, or proper ſpare ſtores: beſides that his inſtructions

ſo ſtrongly pointed out Gibraltar to his protection, had not even the unanimous opinion of the council of war itſelf ſufficiently authoriſed this neceſſary ſtep. No mention is made of the great numbers of ſick and wounded, and the diſtreſs the Admiral expreſſes he felt in not being able to accommodate them; this being the firſt expedition of importance, that had neither ſtore-ſhip, hoſpital-ſhip, fire-ſhip, or tender, to accompany it.—By the fifth, they concealed the avowed ſuperiority of the enemy's ſquadron, in ſize and condition of their ſhips, number of men and guns, and of the aſſiſtance their army at Minorca afforded their fleet. The Miniſtry cavilled about the Admiral's expreſſion, that the enemy's ſhips *went three feet to his one.* But this meant no more than, as the enemy's ſhips were quite clean, they went much faſter than his, which in general were very foul.—By the ſixth, they would fain keep ſecret their ſhameful neglect of Gibraltar, as to docks, wharfs, naval ſtores, &c., of which the Admiral had informed them in his letter of the 4th of May, but which they never laid before the public; becauſe the world at large muſt then have ſeen, that, from the neglected condition of affairs at that place, the Admiral could have no proſpect of being ſpeedily refitted; and his delay, occaſioned by the want of naval ſtores, &c. could not at leaſt be imputed to him as a crime, but placed to the account of thoſe that deſerved it.—By the ſeventh, they conceal how anxious the Admiral is for a reinforcement to ſave Minorca; as likewiſe, that M. de Galiſſoniere was to receive an addition to his ſquadron of four large ſhips from Toulon. By ſuppreſſing this laſt, they endeavour to hide their ignorance of the enemy's deſigns, and their own neglect, in not ſending out more powerful ſuccours with Commodore Broderick, as this reinforcement from Toulon was nearly equal to what he took out to Admiral Byng from England.—By the eighth, although but of one word, they make a moſt material difference in their own favour. By omitting the word *cover*, they would make it appear, that the Admiral was flying from the enemy, through cowardice, to a place of ſafety; whereas, he means his retreat to Gibraltar as the ſureſt means to protect that place, ſince he found himſelf too weak to ſuccour Minorca: And beſides, the protection

tection of Gibraltar is mentioned in the ſtrongeſt terms in his inſtructions.

The iſland of Minorca had by every means been endeavoured to be leſſened in value by the Miniſtry in the eyes of the public—a drain of money and men to no manner of purpoſe—out of the track of the Turkey ſhips—and a loitering place for the ſhips of war on the Mediterranean ſtation. But no ſooner did the Miniſtry find that they had removed the public odium from themſelves, and fixed it on Admiral Byng, than Minorca, inſtead of being a place of the utmoſt inſignificance, and a uſeleſs burden, was then cried up for its importance—poſſeſſing the beſt port in the Mediterranean—its happy ſituation for protecting our trade there—capable of vaſt improvements—and, in ſhort, they now as highly extolled its conſequence, as they had but a ſhort time before endeavoured to leſſen it; and only became ſenſible of its vaſt importance, when on the point of being loſt.

How futile theſe aſſertions were, has been ſince fully proved; as it is a fact well known, that Minorca lies a conſiderable way out of the commercial track. And while M. de Buſſy, in 1761, was negociating a peace with Mr Secretary Pitt, the latter looked on it in ſo poor a point of view, that he was by no means anxious for its being reſtored to Great Britain. Mr Armſtrong, who writes the hiſtory of Minorca, ſays, when he ſpeaks of the trade of the Minorquins, "That the "balance againſt them annually, is no leſs than 53,100 l.; and "that this loſs is almoſt compenſated by the money ſpent amongſt "them by the garriſon." Suppoſing, therefore, the ſum of 50,000 l. to have been annually ſent from Britain for the troops there, this will make it to have coſt us, during the forty-eight years it was in our poſſeſſion, the enormous ſum of 2,400,000 l., a ſum by far exceeding any advantage it was of to Britain; beſides the loſs of ſubjects dying in the iſland, which may be reaſonably computed at three hundred one year with another; ſo that we loſt, while it was ours, no leſs than 14,400 people.

The French court were as little pleaſed with the conduct of M. de Galiſſoniere, as the Britiſh court were with Admiral Byng; a copy of whoſe letter, giving an account of the action, Mr Cleveland was ordered to ſend to the Admiral at Gibraltar. It exhibits a ſtrong characteriſtic of the vanity of the

French nation, in their claiming a victory, although they retreated before an inferior force. But this has been the practice of that volatile people, in every action where they were not totally defeated. Here follows a copy of it.—

"*Foudroyant, off Port Mahon, May 22d, 1756.*

"The 17th, in the evening, advice was brought to the "ſquadron, by the frigate la Gracieuſe, who was on a cruize "towards Majorca, that ſhe had deſcried an Engliſh ſqua- "dron, which then ſeemed to be eight or ten leagues to the "ſouth.

"The 18th, the ſquadron got in readineſs to go and meet "the Engliſh, but was prevented by a calm.

"The 19th, in the morning, we deſcried the Engliſh ſqua- "dron from the top-maſt heads, and the two ſquadrons drew "pretty near each other that day, but never were within gun- "ſhot; which was not our fault, as the Engliſh were to wind- "ward of us.

"The 20th, the French Admiral worked about, ſo as to gain "the wind; but, juſt as he was got into a favourable poſition "for it, the wind ſhifted in ſuch a manner, as ſtill left this "advantage to the Engliſh ſquadron.

"At half an hour paſt two in the afternoon, the two ſqua- "drons were in a line of battle, and began the engagement. "The Engliſh conſiſted of eighteen ſail, of which thirteen "were of the line, and ours of twelve ſail of the line and four "frigates. The action laſted almoſt three hours and a half, "but was not general all the time. The Engliſh ſhips that ſuffer- "ed moſt from our broadſides, got to the windward again out "of gun-ſhot. They all along preſerved this advantage, that "they might keep clear of us as they pleaſed. After having "made their greateſt efforts on our rear diviſion, which they "found ſo cloſe, and from which they were ſo furiouſly can- "nonaded, that they could not break in upon it, they reſolved "to ſheer off, and did not appear again all the next day, being "the 21ſt. In general, none of their ſhips long ſtood the fire "of ours. The ſhips of our ſquadron ſuffered but little; they "were repaired in the night, and fit to fight next morning.

"Meſſrs

"Meſſrs de Penneſſy and Porteur, enſigns, were killed. To-
"tal of the killed, 38; and of the wounded, 115."

Before we proceed any further, it will be proper to ſee what our friends in Minorca were doing during theſe tranſactions, and what meaſures they took for their defence. (See Note 90.)

From a fatal ſecurity that, at this juncture, ſeemed to pervade more than one department of the ſtate, or from a miſplaced œconomy, foreign garriſons were in a great meaſure neglected; the fortifications were ſuffered to fall to decay, and left unprovided with the neceſſary ſtores for ſuſtaining an attack. Such was the caſe of Fort St Philip, the only place capable of making a defence in the iſland of Minorca, many officers of rank being abſent, and the regiments in garriſon, had they been completed, not adequate to the defence of ſuch an extenſive fortification as the citadel of St Philip's. The care of this important place was entruſted to Lieutenant General Blakeney, then in the eighty-ſecond year of his age, and, worn out by long ſervice, much fitter to enjoy the calms of retirement, than to endure the fatigues of a ſiege, which his ſtation expoſed him to. Major Cunningham had acted for a conſiderable time as chief engineer; but being ſuperſeded in his office, was now at Nice, on his way to England, when he learned for certain, that the great armament the French were preparing at Toulon, was deſigned againſt Minorca. Having a thorough knowledge of the real condition of the citadel of St Philip's, and convinced how incapable it was, in its preſent poſture, to ſuſtain a ſiege of any length; he, with a ſpirit that would have done honour to the moſt eminent patriot of Greece or Rome, determined to forget his being ſuperſeded in his command, and to return immediately to Minorca. He knew the platforms of the batteries were in ſo ruinous a condition, that they could not ſtand any hot ſervice. He therefore inſtantly laid out all the money he was maſter of, being about 1600 l., in purchaſing timber fit for repairing them, and various other articles which he knew would be much wanted during the ſiege; hired a veſſel, ſhipped them on board, and ſailed directly to Mahon. His arrival with ſuch a neceſſary ſupply, at ſo critical a conjuncture, gave General Blakeney infinite pleaſure; who entreated him to continue there, and exert his well known abilities, in caſe the

place

place was attacked; to which he readily conſented; and was of the greateſt ſervice during the ſiege. General Blakeney gave the neceſſary orders, (for his great age prevented him from ſeeing them executed) and took every precaution in his power, for the preſervation of the iſland. The town of St Philip's being built too near the citadel, he ordered ſome houſes in it to be pulled down, that they might not afford ſhelter to the enemy in their approaches to the place. The roads and bridges were deſtroyed, to retard the march of the enemy; parties were ſent to drive all the cattle they could find into the garriſon; all the out-poſts were called in, the artillery all mounted, additional gunners ſtationed, and every meaſure taken for a vigorous defence. Theſe orders were chiefly executed by Lieutenant Colonels Jefferies and Rufane, and Major Cunningham. The Governor endeavoured to prevail on ſome of the natives to ſhut themſelves up in the fort with him, to aſſiſt as labourers; and iſſued a proclamation for that purpoſe, offering ſuitable encouragement: but their prieſts had ſuch a powerful influence over them, that very few offered. Captain Edgecumbe, with his little ſquadron, was at this time in the harbour of Mahon; and as the ſhips could be of no ſervice during the ſiege, he ſailed for Gibraltar the 20th of April, having firſt landed a ſmall detachment of ſoldiers, which he had brought from the garriſon of Gibraltar; all his marines, and a conſiderable number of ſailors; the whole commanded by Captain Scroop of the Dolphin, who volunteered in this ſervice, and greatly ſignalized himſelf during the ſiege. It was a capital error in M. de Galiſſoniere, to allow Captain Edgecumbe with his ſquadron to depart for Gibraltar, as he could eaſily have blocked them up in the harbour of Mahon.

The ſtrength of the garriſon, at the commencement of the ſiege, amounted to three thouſand three hundred and eighty men. (See Note 91).

All the wine caſks in the ſuburbs were brought into the fort, and were of great ſervice during the ſiege, in the erection of blinds, traverſes, and other neceſſary uſes. On the 22d, General Blakeney ordered a veſſel to be ſunk in the entrance of the harbour; and, on the 24th, the French ſquadron completely blocked up the harbour of Mahon.

It

It is now neceſſary to ſay ſomething of the enemy's motions. The army aſſembled at Toulon, amounted to ſixteen thouſand men, and was put under the command of Marſhall Duke de Richelieu, having under him the following general officers: M. de Maillebois; M. de Meſnil; M. de Lannion; the Prince de Beauveau; the Prince of Wirtemberg; M. de Laval; M. de Monty; M. de Montenard, &c. The fleet was commanded by M. de Galiſſoniere, Lieutenant-General, having under him M. de la Clue and M. de Glandeves, Chef d'Eſcadres. The grenadiers were embarked on board the men of war, the troops on board tranſports, ninety of which were xebeques and ſettees, carrying twenty-five battalions, with a prodigious quantity of all ſorts of proviſions, and every neceſſary for a ſiege. This mighty armament ſailed from Toulon the 13th of April, anchored before Citadadella on the 18th, and diſembarked their troops the day following at that place without oppoſition, the troops quartered there having retired to Fort St Philip's; and, in a few days, the French became maſters of all the defenceleſs parts of the iſland. On the 22d, General Blakeney diſpatched a drum-major, in military form, to demand the reaſon of the French troops landing in a hoſtile manner upon the iſland. The Duke de Richelieu returned for anſwer, that he was come to reduce Minorca, by way of retaliation for the detention of the French ſhips in Great Britain.

The 26th, the French advanced to Cape Mola; and, on the 27th, they entered the town of Mahon. The firſt approaches made by the enemy were near Cape Mola, on the north-eaſt ſide of the harbour, at an old fortification called Philipit-fort, of five twenty-four pounders and five mortars, where they erected a battery. This they kept maſked till the 8th of May, when it began to play upon the fort acroſs the harbour. General Blakeney kept up an inceſſant fire upon the enemy, while they were at work on their batteries near Cape Mola, and killed a great number of their people. The enemy erected ſome more batteries near the firſt; but finding they were at too great a diſtance to do proper execution, they altered their plan of attack, and, advancing a large body of men from Mahon, they took poſſeſſion of the town of St Philip's, and began to erect batteries under cover

of

of the houſes. Theſe batteries were within two hundred yards of the fort, and began playing on the 12th.

The enemy found many difficulties in getting their batteries completed, and their men ſafely ſtationed. The town of St Philip's afforded ſome ſhelter; but it coſt them a deal of labour to form any ſort of approaches, as earth is extremely ſcarce, and the ground the moſt improper for erecting batteries or making entrenchments, there being ſolid rocks with heaps of ſtones at every twenty paces. The earth, which they brought a full league, was ſo gravelly, that it was obliged to be ſifted: what came through, they were forced to wet before they could uſe it, it being little better than duſt. In this manner did they proceed in their advances againſt Fort St Philip. The labour was very ſevere, ſo that it required all the ardour of their officers, zealous for the ſucceſs of the enterprize, to infuſe a proper ſpirit in the ſoldiers, in order to enable them to ſupport the neceſſary fatigues.

The garriſon continued a moſt vigorous and heavy fire on the enemy, deſtroying, during the day, ſuch works as they had erected in the night, and killed great numbers, in the eager hopes of being ſpeedily relieved by the fleet under Admiral Byng; who at laſt making his appearance on the 19th of May, the fire of the garriſon redoubled. The Governor, anxious to hear from the Admiral, got a boat ready in St Stephen's cove; into which, Mr Boyd * the ſtore-keeper embarked. The enemy ſoon perceiving this, fired a number of cannon, and vollies of ſmall arms at it, to no purpoſe. Mr Boyd, who greatly ſignalized himſelf during the ſiege, was charged with a letter from General Blakeney to Admiral Byng; but, as it was night before the boat got any diſtance from the land, it was not perceived by the fleet, which was ſtanding off ſhore; and Mr Boyd was forced to return, without being able to deliver his letter. He was nearly taken priſoner, as two tartans chaced the boat cloſe into the harbour's mouth.

On the 22d, the enemy fired a grand feu de joye from their camp, for the naval victory M. de Galiſſoniere pretended to have obtained over Admiral Byng. They were now extremely briſk in their attacks; and, notwithſtanding the ſtrong fire kept up by the garriſon,

* Now Lieutenant-General Sir Robert Boyd, K. B.

garriſon, they erected ſeveral new batteries. General Blakeney, whoſe infirmities confined him moſtly to bed, iſſued orders, to give every ſort of encouragement to the ſoldiers to do their duty with alacrity: they had each a pint of wine, the firſt ſixty days of the ſiege; and half a pint during the laſt ten days: when this reduction was made, every man was indulged with two glaſſes of brandy a day, as an equivalent; one when he went on duty, and another when he returned. They had need of this, for their fatigue was immenſe. The outworks of the place being greatly damaged by the enemy's artillery, they could not bear any new work; on which account the body of the fort was now wholly expoſed to the enemy's batteries. The ſoldiers, however, cheerfully underwent their fatigues, although, even in the hotteſt of the fire, they could ſcarcely keep from nodding; having for many nights had no reſt.

On the 25th of June, the enemy had twelve batteries in play upon the fort, on which were mounted eighty-four pieces of cannon, twenty-four pounders, and twenty-two mortars; and beginning to be apprehenſive, leſt Admiral Byng ſhould return reinforced, and relieve the place when on the point of ſurrendering, they prepared to ſtorm it. They accordingly formed a plan for that purpoſe, which they put in execution on the night of the 27th of June; which, proving remarkably dark, was extremely favourable to the deſign: A ſtroke which Marſhal Richelieu, ſeeing the ruined ſtate of the defences, had been for ſome time meditating.

The Marquis de Laval, Major General of the Trenches, was charged with the attack on the left, againſt the Anſtruther and Argyle batteries, the Queen's redoubt, and Kane's lunette. He was at the head of ſixteen companies of grenadiers, and four battalions; and had under him the Marquis de Monty, and the Marquis de Briqueville. The centre attack, was directed againſt the Weſtern and Caroline lunettes, and commanded by the Prince de Beauveau, who had under him two brigades. The attack on the right, was againſt Marlborough fort; and commanded by the Comte de Lannion, having under him the Royal Brigade, and the regiment of Bretagne. M. de Roquipine, and the Chevalier de Lemps, at the head of four hundred volunteers, and one hundred grenadiers, were to land at St Ste-

phen's cove, and to march from thence to Charles fort. The ſecond attack on the right, was commanded by the Marquis de Montenard, with two brigades: it was directed againſt the ſouthweſt lunette, in order to ſecure a communication with the march to Charles fort, and to cut off that between Marlborough redoubt, and St Philip's fort. At the time theſe attacks were to be made, M. de Beaumanoir, who commanded at the ſignal houſe, was to ſet off in boats with his detachment from Philipit-cove, to favour the attack of M. de Monty; and endeavour to ſlip into the covered-way between the lunette and the Argyle battery, which was a landing place for boats and ſmall craft: and M. de Fortainval, was to land with a hundred men at the grand battery, at the entrance of the harbour. The enemy had, for ſome hours, kept up a very briſk fire from their cannon, mortars, and ſmall arms; when, about ten at night, they all of a ſudden ceaſed firing. The ſignal for the aſſault, was given by firing a ſingle cannon, and four mortars, from the light-houſe mount; whereupon the enemy immediately iſſued with great impetuoſity to the different attacks. M. de Monty advanced upon the Anſtruther and Argyle batteries; and M. de Briqueville, and M. de Sades, upon Kane's lunette, and the Queen's redoubt.

The garriſon, now alarmed, met the aſſailants with great courage, and repulſed them ſeveral times with much ſlaughter: but the French, led on by their officers, and conſcious of their numbers, renewed the attack; when, after a long and bloody conteſt, they took Anſtruther battery by ſtorm; and the Argyle battery, and Queen's redoubt, by eſcalade. M. de Monty, in this attack, behaved with great valour. The enemy were repulſed, after many attacks upon Kane's lunette. The Prince de Beauveau, attacked the Weſtern and Caroline lunettes, where he made himſelf maſter of the covered-way, and nailed up twelve pieces of cannon; but found a lodgement impracticable. As the attack on Kane's lunette had failed, he contented himſelf with cutting down the paliſades, and breaking the gun carriages; and kept his ground for ſome time, in order to favour the other attacks.

The attacks of the Comte de Lannion, and the Marquis de Montenard, depended upon the ſucceſs of that againſt Charles fort: they waited for the ſignal, which M. de Roquipine was

to

to make; but the garriſon, on that ſide, was ſo well prepared to receive him, that he judged it imprudent to diſembark his men at the place intended. The Comte de Lannion attacked Marlborough fort very briſkly, at the head of ſeven hundred men; but was repulſed with great loſs, by a Captain and only fifty men: here M. de Lannion was wounded in the ſhoulder. Some of the enemy came in boats and attacked Charles fort, and the works there, with ſcaling ladders, but were ſoon repulſed. This poſt was maintained by a few men; and ſuch was the zeal of the ſoldiers, that ſome of the ſick and wounded came out of the hoſpital, to join in defence of this quarter. M. de Guelton, who commanded the boats at the attack of Charles fort, was killed, ſeveral of the boats taken, and others ſunk.

So many attacks made at one time, againſt ſo ſmall a body of men, who had ſuch a variety of works to defend, it is rather matter of ſurprize that the enemy were repulſed at ſo many, and ſucceeded in ſo few places.

Their main attack was that under the Marquis de Laval; and in this alone they made good their point, but with a very great loſs. They lodged four hundred men in the Queen's redoubt, and two hundred in the Anſtruther and Argyle batteries, (which laſt was blown up, and with it three companies of French grenadiers), where they found ſome cannon and mortars, and took fifteen priſoners; amongſt whom, was Lieutenant-Colonel Jeffereys. In this attack, Major Cunningham was badly wounded in the hand, by the thruſt of a bayonet. The loſs of the garriſon this night, was about forty killed and wounded. Lieutenant Whitehead, was the only officer killed. The enemy loſt upwards of two thouſand men.

Marſhall Richelieu was in the centre of the attacks on the left, accompanied by the Comte de Maillebois, the Marquis du Meſnil, and the Prince of Wirtemberg, to give the neceſſary orders for carrying on the aſſault. The firing continued from ten at night, till four in the morning, when M. de Richelieu beat a parley for leave to bury their dead, and carry off their wounded. A ſuſpenſion of arms was agreed upon at five; and the enemy took this opportunity of ſtrengthening the lodgements they had made, by pouring a great number of men into them, from whence they got an entry into ſome ſubter-

raneous works, which communicated with all the other outworks, and even with the body of the place itſelf. This was a ſhameful piece of treachery: but things of this ſort are but too often practiſed by the French on ſuch occaſions.

At the time of the ſtorming, the garriſon conſiſted of no more than two thouſand ſeven hundred and ſixty men; and theſe perfectly worn out with inceſſant duty and watchings. The ruined ſtate of the outworks, (a conſiderable one whereof was now in the enemy's poſſeſſion), as well as of the ſubterraneous works under the caſtle, and the ſhattered condition of the fort in general, being repreſented to General Blakeney, he called a council of war; who, having maturely conſidered of the ſtate of the garriſon, were for capitulating; and of the ſame mind were the officers of artillery and captains; who all agreed, that the garriſon could not ſuſtain another general aſſault: which opinion they ſigned.

The Chamade was accordingly beat; and, at two in the afternoon, three officers came out of the caſtle, who being conducted to M. de Richelieu, demanded twenty-four hours to draw up terms of ſurrendering. He, however, would only allow them till eight in the evening; when they returned, and brought him the terms on which General Blakeney propoſed to ſurrender. To theſe he gave anſwers, and ſent them to General Blakeney, by the Chevalier Redmont. By the terms of capitulation, the garriſon were allowed to march out with all the honours of war; and every favour conferred on them, that M. de Richelieu had in his power to grant. (See Note 92.)

Thus fell Minorca into the hands of the French, after a ſiege of ſeventy days; during which time, our people ſuffered very much from fatigue, having ſuch extenſive works to defend, with ſo very inconſiderable a force. Marſhall de Richelieu had flattered himſelf with hopes of carrying the citadel of St Philip's by a *coup de main*, or that it would ſubmit to him as eaſily as the reſt of the iſland had done: but, in theſe hopes, he was greatly miſtaken; for, all circumſtances conſidered, few places have made a better defence. The great age of General Blakeney, worn out with long ſervice, did not diſhearten the troops; the officers, on that account, exerting themſelves wonderfully. And as the Governor could not, through his infirmities, be

be preſent at all the attacks, and frequently viſiting the works, the field officers ſupplied theſe defects. Their alertneſs during the ſiege, cannot be too much commended: it infuſed ſpirit into the ſoldiers; as nothing tends to animate troops ſo much as the frequent ſight of their ſuperior officers, ſeeing them expoſe themſelves to the ſame dangers, leading them on to action, encouraging them by kind words and example, being perſonally known to them all, ſpeaking to them frequently by name, and rewarding ſuch as diſtinguiſh themſelves by a proper munificence. During the ſiege, M. de Richelieu received great and frequent ſupplies, both of men and ammunition, from France; otherwiſe, the obſtinate defence the garriſon made, would have forced him to have raiſed the ſiege. The garriſon, on the contrary, cooped up in the citadel of St. Philip's, with numbers only equal to do the daily duty, never durſt, from their weakneſs, venture on a ſally to deſtroy the enemy's batteries and works. Their ſole hopes of relief depended on the fleet with reinforcements from England.

The French Miniſtry, grown weary of the ſiege, began to deſpair of ſucceeding under M. de Richelieu; and it was reported they intended to ſend old Marſhall Belleiſle to take the command. This, together with a letter M. de Richelieu received from M. de Galiſſoniere, who begged him to haſten his operations, as he had certain intelligence that ſtrong reinforcements were coming out to Admiral Byng, who no doubt would return off Minorca, at a time when it might not be in his power to prevent his relieving the garriſon, ſtimulated M. de Richelieu to make the aſſault, and haſtened matters to a concluſion. As ſoon as the garriſon deſired to capitulate, the Duc de Fronſac, the Marſhall de Richlieu's ſon, was diſpatched with the news to the French king; who met with a moſt gracious reception. Next day the Comte d'Egmont arrived with the articles of capitulation. No bounds were ſet to the joy and acclamations of the French nation on this event. The King wrote a gaſconading letter to the Archbiſhop of Paris, ordering *Te Deum* to be ſung in the church of Notre Dame for this victory; and in it gives him an account of this acquiſition, wherein he ſays, "The "Engliſh ſquadron, that came to relieve Minorca, was repulſed

"by

"by mine. Marſhall Richelieu, in conſequence of a diſpoſi-
"tion, as boldly contrived as it was to be rapid in the execu-
"tion, at laſt gave French valour its full ſcope; and, whilſt
"the enemy truſted to the ſtrength of their ramparts, my troops
"carried the outworks by aſſault: *Terror did the reſt.*"

The enemy, on their taking poſſeſſion of Fort St Philip's, found two hundred and forty cannon fit for ſervice, and forty rendered unſerviceable, ſeventy mortars, including royals and cohorns, ſeven hundred thouſand weight of gun-powder, twelve thouſand cannon-balls, and fifteen thouſand bombs. And that ſame day a reinforcement of four thouſand men arriving from Toulon, a ſtrong garriſon was left in the place under the Comte de Lannion; when the army and fleet returned to Toulon, being in great dread of the return of Admiral Byng, with his reinforcements from England. The Britiſh garriſon proceeded to Gibraltar, and ſoon after to England. General Blakeney was every where received with reſpect and veneration, and applauded for his bravery; while the unhappy Admiral Byng was regarded as the author of this national diſgrace, and loaded with obloquy.

General Blakeney was graciouſly received by the King, and ſoon after honoured with an Iriſh peerage, and the military order of the Bath. Although it could not fail to give every one pleaſure, to ſee a long and faithful ſervice rewarded, yet the conſiderate part of the nation did not look upon theſe rewards as altogether proceeding from that laudable motive; but could eaſily diſcern, that thereby the unfortunate Admiral Byng was only meant to be made more odious in the eyes of the people, already too much prejudiced againſt him. Lieutenant-Colonel Jeffereys obtained the command of a regiment; and Major Cunningham got a company in the third regiment of Foot-Guards, with the rank of Lieutenant-Colonel.

When accounts were received of the ſtrength of the French ſquadron before the harbour of Mahon, a reinforcement to Admiral Byng was thought abſolutely neceſſary; which the Admiral found, on his arrival at Gibraltar on the 19th of June, under the command of Commodore Broderick; who arrived there the 15th, (See Note 89.), and brought the following letter from the Secretary to Admiral Byng:

"SIR,

"SIR, *Admiralty-Office, May 21ſt 1756.*

"My Lords Commiſſioners of the Admiralty have received "certain intelligence that the French are fitting out more ſhips "at Toulon. They have thought proper to reinforce the ſqua- "dron under your command with the ſhips named in the mar- "gin, by whom this is ſent to you.

"Theſe ſhips carry out a regiment of ſoldiers, and will pro- "bably take more on board at Gibraltar, if they can be ſpared.

"I am,

"SIR,

"*To the Hon. Admiral Byng,* "Your moſt humble ſervant,
"*Mediterranean.*" "J. CLEVELAND."

By Mr Broderick's inſtructions, which were dated the 17th of May, it appears evident, that this reinforcement was ordered, before it was poſſible for the Miniſtry to have received any advice from Admiral Byng himſelf, or any authentic intelligence of the ſquadron under his command. And from the above letter it alſo appears, that the Miniſtry now ſaw the abſolute neceſſity of ſending a reinforcement to the Admiral ſoon after he ſailed. It is only to be lamented, that the ſhips now ſent, or even thoſe whom the Secretary of the Admiralty ſaid *were wanted on the moſt preſſing ſervice*, did not accompany Admiral Byng to the Mediterranean, as it would have given him ſuch an evident ſuperiority, that M. de Galiſſoniere would never have ventured to wait his arrival at Minorca. It is matter of great ſurpriſe, too, that this reinforcement was not ſent ſooner out, in order to enable the Admiral to look the enemy in the face: for it was conſidered by the ableſt judges, that the junction of the Admiral's and Captain Edgecumbe's ſquadrons, was an event rather to be hoped for, than one which could be effected.

The Admiral, thus reinforced, loſt no time in getting ready to return off Minorca, once more to give the enemy battle, and to endeavour to relieve the caſtle of St Philip, which he was informed ſtill held out. He therefore gave orders to the different Captains, to be as expeditious as poſſible in refitting their

their ſhips for ſea; to complete their water; to aſſiſt the maſter ſhipwright and ſtorekeeper with as many hands as poſſible from every ſhip, to carry on the ſervice of the fleet; and for the agent victualler to furniſh the ſhips with wine and proviſions. He provided an hoſpital, and landed near one thouſand ſick from his ſquadron; and, in ſhort, was taking every meaſure to enable him to return off Minorca; but was prevented, by the arrival of the Antelope man of war on the 3d of July, having on board Admiral Sir Edward Hawke, Rear-Admiral Saunders, ſeveral navy Captains, Lieutenant-General Lord Tyrawley, and Major-General the Earl of Panmure. Admirals Hawke and Saunders had orders to ſuperſede Admirals Byng and Weſt; Lord Tyrawley was appointed Governor of Gibraltar in room of General Fowke recalled; and Lord Panmure was to act as ſecond in command in that garriſon. It ſeems, the Miniſtry had now ſufficiently fixed the odium of the people on Admiral Byng; and, by way of gaining their eſteem and confidence, diſpatched Sir Edward Hawke, on the 16th of June, with orders to ſuperſede him, hoping by that ſtep to convince the people how eager they were to wipe off the national diſgrace, which they confidently aſſerted the Admiral had occaſioned. By Sir Edward Hawke the Admiral received the following letter from the Secretary of the Admiralty, which added inſult to misfortune.

"SIR,

"His Majeſty having received an account, that the ſquadron under your command, and that of the French under "M. de Galiſſoniere, came to an action off the harbour of "Mahon, the 20th of laſt month; and that the French (though "inferior to you in force) kept before the harbour, and obliged "you to retreat; I am commanded by my Lords Commiſſioners of the Admiralty to ſend you an extract of M. de "Galiſſoniere's letter to his Court, giving an account of the "action; and to acquaint you, that his Majeſty is ſo much diſſatisfied with your conduct, that he has ordered their Lordſhips "to recal you and Mr Weſt, and to ſend out Sir Edward Hawke "and Rear-Admiral Saunders to command the ſquadron.

"I am

" I am extremely ſorry to be obliged to inform you of ſuch " a diſagreeable event; being, with regard,

" SIR,

Your moſt humble ſervant,

" *To the Honourable Admiral*
" *John Byng, Gibraltar.*

" J. CLEVELAND."

We have already given M. de Galiſſoniere's letter in one of the preceding pages. The above intimation was an unexpected blow on the Admiral. As, amongſt his own ſquadron, his conduct on the 20th of May was unimpeached, he felt for the indignity put upon him, and the injury done to his reputation; and ſaw but too plainly that the Miniſtry meant to throw the whole blame for the loſs of Minorca upon him, while they alone deſerved the cenſure.

Before he left Gibraltar, he wrote the following letter to the Secretary of the Admiralty; which neither betrays a conſciouſneſs of guilt, or dread of reſentment.

" SIR, *Gibraltar Bay, July 4th*, 1756.

" By Sir Edward Hawke I received their Lordſhips orders, " and your letter of the 8th of June, which I have immediately " complied with; and have only to expreſs my ſurprize at " being ſo ignominiouſly diſmiſſed from my employment, in " ſight of the fleet I had commanded, in ſight of the garriſon, " and in ſight of Spain, at ſuch a time, in ſuch a manner, and " after ſuch conduct as I hope ſhall ſhortly appear to the " whole world. 'Tis not now for me to expoſtulate. I flat- " ter myſelf, that Mr Weſt and I ſhall make evident the in- " jury done to our characters, which I know nothing in the " power of any being whatever can atone for; ſo high an opi- " nion have I of that, which was ever unſullied before, and " which I hope to make appear, has been moſt injuriouſly and " wrongouſly attacked now, on the grounds of a falſe gaſco- " nade of an open enemy to our King and country, and which " would have evidently appeared, had the poſſible time been " allowed for my own expreſs's arrival, in which there was no- " thing falſe, nothing vaunting, nothing ſhameful, nor any thing

" that could have prevented our receiving his Majeſty's royal " approbation, for having, with a much inferior force, fought, " met, attacked, and beat the enemy. Of this it is needleſs " for me to ſay more at preſent, than that I am ſorry to find " Mr Weſt, with the Captains, Lieutenants, and Officers of " the ſhips we had our flags on board, are to be ſufferers for " what I alone, as Commander in Chief, am anſwerable. But " it is ſo much of a piece with the whole unheard-of treat- " ment I have met with, that neither they, the fleet, or my- " ſelf, can be more aſtoniſhed at that particular than the whole. " I am,

" SIR,

" *To the Honourable* " Your moſt humble ſervant,
" *John Cleveland, Eſq.*" J. BYNG."

The other officers ordered home, beſides the two Admirals, were, Captain Gardiner of the Ramillies, and her ſix Lieutenants, Gunner, Purſer, Maſter, and Surgeon; Captain Everitt of the Buckingham, and ſome of her officers; Captain Gough of the Experiment, and Captain Baſſet of the Fortune ſloop. The appointment of the two laſt to theſe commands, was occaſioned by the deaths of Captains Andrews and Noel.

The Antelope ſailed again for England the 9th of July, with the two Admirals, their officers, and General Fowke on board, and arrived at Spithead the 26th.

Sir Edward Hawke ſailed before Admiral Byng's letter of the 24th of May arrived, and had only orders to ſuperſede him in the command of the fleet. But upon receipt of that letter, orders were diſpatched to ſend him home under arreſt, in order to his being brought to a trial; and, leſt he ſhould have ſailed from Gibraltar before theſe orders reached that place, the like orders were ſent to the different ſea-ports, to be obeyed as ſoon as the Antelope arrived. Immediately upon the ſhip's arrival at Spithead, he was put under arreſt. He ſent to Admiral Oſborne, who commanded there, for a covered boat; but he was informed, his orders were, that he ſhould remain on board.

On

On the 19th of Auguſt he landed, and was ſent to Greenwich under a ſtrong guard. He ſet out early in the morning, to avoid the inſults of the mob, who were by the moſt malicious reports much inflamed againſt him. The next day he arrived at Greenwich, where apartments were provided for him. At this place, he continued till the 23d of December, when he was brought to Portſmouth, where his trial began the 27th.

Admiral Byng being a Member of the Houſe of Commons, Admiral Boſcawen, from the Board of Admiralty, on the 3d of December, acquainted the Houſe, that the King and the ſaid Board having been diſſatisfied with the conduct of Admiral Byng in a late action in the Mediterranean, and for the appearance of his not having acted agreeably to his inſtructions for the relief of Minorca, he the ſaid Admiral is now in cuſtody in order to be tried.

A Court-martial was aſſembled on board the St George, in Portſmouth harbour, on the 27th of December, and was compoſed of Vice-Admiral Thomas Smith, Preſident; Rear-Admirals Francis Holburne, Harry Norris, and Thomas Broderick; Captains Charles Holmes, Francis Geary, William Boys, John Moore, John Simcoe, James Douglas, John Bentley, the Honourable Auguſtus Keppel, and Peter Denis, Members.

Many witneſſes were examined, whoſe teſtimonies differed materially, with regard to the landing of the officers and men belonging to the garriſon of Minorca, which were on board the fleet. The officers might be much wanted; but as the men did not exceed one hundred and twenty in number, and were moſtly new raiſed recruits, it cannot be ſuppoſed that their aid could contribute much to the defence of the place.

The Court were of opinion, that the Admiral ought to have put them on board one of the frigates he ſent ahead on the 19th of May, in order to their being landed, if found practicable; and if not landed before he got ſight of the French fleet, he ought to have left the frigate to endeavour to execute this ſervice, notwithſtanding he did ſee the enemy's fleet.

The Court were alſo of opinion, that when the Britiſh fleet on the ſtarboard tack were ſtretched abreaſt, or about the beam of the enemy's line, Admiral Byng ſhould have cauſed his fleet to tack altogether, and immediately have borne right

down on the enemy, his van ſteering for the enemy's van, his rear for their rear, each ſhip to have ſteered for the one oppoſite to her in the enemy's line, and under ſuch ſail as that the worſt ſailer might have been enabled to preſerve her ſtation in the line of battle. That the Admiral retarded the rear diviſion of the Britiſh fleet from cloſing with and engaging the enemy, by his ſhortening ſail in order that the Trident and Princeſs Louiſa might again get ahead of the Ramillies: inſtead of which, he ſhould have made ſignals to thoſe ſhips to make more ſail; and he ſhould have made ſo much ſail himſelf, as would have enabled the Culloden, the worſt ſailing ſhip in the Admiral's diviſion, to have kept her ſtation with all her plain ſails ſet, in order to have got down with as much expedition as poſſible to the enemy, and thereby have properly ſupported the rear diviſion. That the Admiral did wrong, in ordering the fire of the Ramillies to be continued, before he had placed her at a proper diſtance from the enemy; as he thereby not only threw away his ſhot needleſsly, but occaſioned a ſmoke which prevented his ſeeing the motions of the enemy, and the poſitions of the ſhips immediately ahead of the Ramillies. That after the ſhips that had received damage in the action, were as much refitted as circumſtances would permit, the Admiral ought to have returned with his ſquadron off St Philip's, and endeavoured to have opened a communication with the Caſtle, and to have uſed every means in his power for its relief, before he returned to Gibraltar. That Admiral Byng did not do his utmoſt to relieve St Philip's Caſtle.

It alſo appearing to the Court, that, during the engagement, he did not do his utmoſt to take, ſink, burn and deſtroy the ſhips of the enemy, and aſſiſt ſuch of his own ſhips as were engaged; the Court therefore reſolved, that the Admiral appears to have fallen under the following clauſe of the 12th article of war, to wit, "Or ſhall not do his utmoſt to take or de-"ſtroy every ſhip which it ſhall be his duty to engage, and "aſſiſt and relieve all and every of his Majeſty's ſhips which "it ſhall be his duty to aſſiſt and relieve."

By the thirty-ſeventh reſolution of the Court-martial, they were of opinion, As the 12th article poſitively preſcribes death, without leaving any alternative to the diſcretion of the Court, under

under any variation of circumſtances, that Admiral Byng be adjudged to be ſhot to death, at ſuch time, and on board ſuch ſhip, as the Lords Commiſſioners of the Admiralty ſhall direct. But as it appears, by the evidence of Lord Robert Bertie, Lieutenant-Colonel Smith, Captain Gardiner, and other officers of the ſhip, who were near the perſon of the Admiral during the action, that they did not perceive any backwardneſs in him, or any mark of fear or confuſion, either from his countenance or behaviour; but that he ſeemed to give his orders coolly and diſtinctly, and did not ſeem wanting in perſonal courage: From theſe circumſtances, the Court do not believe that his conduct aroſe either from cowardice or diſaffection; and do therefore unanimouſly think it their duty to recommend him as a proper object of mercy.

The Court, at the ſame time, wrote the following letter, to the Lords Commiſſioners of the Admiralty, "We, the underwritten, the Preſident and Members of the Court-martial aſſembled for the trial of Admiral Byng, believe it unneceſſary to inform your Lordſhips, that, in the whole courſe of this long trial, we have done our utmoſt endeavours to come at truths, and to do the ſtricteſt juſtice to our country and the priſoner; but we cannot help laying the diſtreſſes of our minds before your Lordſhips, on this occaſion, in finding ourſelves under the neceſſity of condemning a man to death, from the great ſeverity of the 12th article of war; part of which he falls under, and which admits of no mitigation, even if the crime ſhould be committed by an error in judgment only; and therefore, for our conſciences ſake, as well as in juſtice to the priſoner, we pray your Lordſhips, in the moſt earneſt manner, to recommend him to his Majeſty's clemency. We are," &c. This letter was ſigned by the Preſident, and all the Members of the Court.

From the above repreſentation, the great uneaſineſs which the Court were under from the ſentence they had paſſed will be eaſily perceived; and likewiſe, that, had they ever ſuppoſed that the very ſtrong manner in which they recommended the Admiral to mercy would not have had the deſired effect, there is every reaſon to think, they would not have ſentenced him to death. Beſides the extreme cruelty of the 12th article of war, in not leaving a diſcretionary power to a Court-martial, the

the words themſelves are ſuch, as left a doubt with many, whether Admiral Byng, after being fully cleared of the crimes of cowardice and diſaffection, fell under any part of it. For the reader's ſatisfaction, we have ſubjoined this famous article; the interpretation of which, has made ſo much noiſe.

The 12th article of war, as it paſſed 22. Geo. II, is as follows: "Every perſon in the fleet, who, through *cowardice*, "*negligence, or diſaffection*, ſhall, in time of action, withdraw, "or keep back, or not come into fight, or engagement; or "ſhall not do his utmoſt to take or deſtroy every ſhip which "it ſhall be his duty to engage; and to aſſiſt and relieve all "and every of his Majeſty's ſhips, or thoſe of his allies, which "it ſhall be his duty to aſſiſt and relieve; every ſuch perſon, "ſo offending, and being convicted thereof, by the ſentence "of a court-martial, ſhall ſuffer *death*."

That which paſſed in 13. Car. II, has a clauſe annexed, *viz.* "or ſuch other puniſhment as the circumſtances of the of-"fence ſhall deſerve, and the court-martial ſhall judge fit." And a very proper clauſe this certainly is; for, whoever is in the leaſt verſant in naval or military affairs, muſt know, that there are many things which may happen in the execution of orders, that would render it cruel as well as abſurd in an act of Parliament, not to leave a diſcretionary power with a Court-martial; and, whoever is acquainted with the general character of the officers of rank in both ſervices, muſt alſo know, that it is not their common practice, while ſitting as judges on a Court-martial, to extenuate guilt.

Sentence was paſſed on the Admiral the 28th of February; who heard it pronounced with a manly fortitude, and was conducted on board the Monarch, then in Portſmouth harbour.

In conſequence of the repreſentation of the Court-martial in behalf of Admiral Byng, the Commiſſioners of the Admiralty applied to his Majeſty, to have the opinion of the twelve Judges on the legality of the ſentence; and they were of opinion, that it was legal; on which, it was ordered to be put in execution.

The Members of the Court, however, reſolved to make another effort to ſave a perſon againſt whom they had paſſed a ſentence, which, in their conſciences, they thought more ſevere than

than his crimes deſerved. Rear-Admiral Norris, being a Member of the Houſe of Commons, made application to that Houſe, in behalf of himſelf, and ſeveral others who ſat on the trial, praying earneſtly to be releaſed by act of Parliament from the oath by which they were bound, not to reveal the vote or opinion of any particular Member; alleging, they had ſomething to diſcloſe, relative to the ſentence, which greatly affected their conſciences, and which it was neceſſary to make known, in order to do juſtice to the Admiral. His Majeſty ordered a reſpite of the ſentence for a fortnight; Mr Secretary Pitt at ſame time delivering a meſſage from the King to the Houſe of Commons, ſignifying his deſire, that the Houſe ſhould releaſe the Members of the Court-martial of their oath; in compliance with which, a bill paſſed the Houſe for that purpoſe; which being carried to the Lords for their concurrence, the ſeveral Members of the Court-martial were examined on oath at the bar of the Houſe; and it being put to them, "Whether they were "of opinion, that they had ſome particulars to reveal relative "to the caſe of Admiral Byng, and the ſentence paſſed upon "him, which they judged neceſſary for his Majeſty's informa-"tion, and which they thought likely to incline his Majeſty "to mercy?" To this, three of the Members declining to make any anſwer; the Houſe thereupon unanimouſly rejected the bill. Orders were then given to carry the ſentence into execution, which was done accordingly on the 14th of March 1757.

The juſtice of Admiral Byng's fate has been doubted of by many; and we cannot help being of opinion, that it was by far too rigorous a ſentence for the offence committed. Many ſtill think him guilty; but time, which gradually gets the better of prejudices, has gained numbers over to a contrary opinion, making them view things in a very different light, when no longer hoodwinked by party rage, or an inflamed imagination. Even at the very time of paſſing ſentence upon him, many ſenſible and brave men thought him innocent. But, what had very great weight with the world in general, were the two following letters from Admiral Weſt, and the reaſons aſſigned by Admiral Forbes, for declining the ſigning of Admiral Byng's death-warrant,—both of them gentlemen of tried courage,

courage, of the greateſt veracity, the ſtricteſt probity, and highly eſteemed and reſpected in the ſervice.

His Majeſty was ſo much pleaſed with the behaviour of Admiral Weſt in the Mediterranean, that he honoured him with the command of a ſquadron. He was at Spithead, ready to ſail, on the very day that Admiral Byng was condemned: and as he knew every circumſtance reſpecting that unfortunate affair, he was ſo much ſurprized at his condemnation, that he wrote the following letter to Mr Cleveland, the Secretary of the Admiralty.

"SIR, "*Magnanime, January 27th*, 1757.

"Without entering upon the merit of Admiral Byng's be-"haviour, or deciding at all upon it, one way or other, yet "the ſentence paſſed this day upon him, (the ſubſtance of "which I have ſeen), makes it impoſſible for me to help de-"clining the very honourable and diſtinguiſhed command their "Lordſhips have been pleaſed to appoint me to. I muſt there-"fore intreat and beſeech their Lordſhips to confer it upon "ſome perſon more worthy; ſince I can only be anſwerable "for my loyalty and fidelity to my king, and reſolution of "doing what appears to me for his ſervice, which it ſeems "an officer may not want, and yet be capitally convicted for "his miſconduct or inability of judging right: and I am not ſo "preſumptuous as to imagine, that my actions can always be "ſo rightly governed; nor am I altogether certain, that the "judgment of others is infallible. And as, in other caſes, the "conſequences may be fatal, I muſt therefore repeat again "my earneſt requeſt, that their Lordſhips will be pleaſed to "appoint ſome other perſon to my command, and grant me "their Lordſhips permiſſion to come to town. And I am," &c.

The other letter which he wrote on this occaſion, and ſent by the ſame opportunity, was to Earl Temple, at that time Firſt Lord Commiſſioner of the Admiralty.

"MY LORD, "*Magnanime, January 27th*, 1757.

"However honourable, or however advantageous, the ſitu-"ation I am placed in may be, yet I am determined and "fully reſolved to forego any thing, rather than ſerve on "terms

" terms, which ſubject an officer to the treatment ſhown Ad-
" miral Byng, whom the Court-martial have convicted, not
" for cowardice, nor for treachery; but for *miſconduct*;—an
" offence never till now thought capital; and now it ſeems
" only made ſo, becauſe no alternative of puniſhment was
" found in that article they bring him under. Strange reaſon-
" ing!—to acquit him of the points *cowardice* and *diſaffection*,
" to which that article only can have reſpect.—Since, though
" negligence is mentioned, yet can only be intended to refer
" to one or other of theſe two crimes—negligence, proceeding
" from diſaffection, or cowardice. And I well remember this
" was the opinion of the Houſe of Commons, when the bill
" was before them; for which reaſon, no alternative was left
" in that article, which otherwiſe there would have been.
" Courts-martial, I have always underſtood to be courts of ho-
" nour and conſcience; and wherefore gentlemen ſhould think
" themſelves tied by the latter, or act againſt their opinion,
" I know not: but enough of this at preſent. I ſhall only
" make one obſervation more, in regard to that part of their
" ſentence, wherein he is ſaid not to have done his utmoſt
" to relieve St Philip's caſtle, without pointing out which way
" it could have been relieved by him; which, indeed, they
" would have found difficult enough to have done.

" As I have taken my firm and final reſolution to reſign my
" command, and have wrote very ſtrongly on that head to
" the Board, I muſt entreat your Lordſhip to facilitate it.
" And I am, My Lord," &c.

Admiral Forbes aſſigned the following manly reaſons for not ſigning the death-warrant of Admiral Byng:

" It may be thought great preſumption in me to differ from
" ſo great authority as that of the Twelve Judges; but when
" a man is called upon to ſign his name to an act which is
" to give authority to the ſhedding of blood, he ought to be
" guided by his own conſcience, and not by the opinions of
" other men.

" In the caſe before us, it is not the merit of Admiral
" Byng I conſider. Whether he deſerves death or not? is not
" a queſtion for me to decide. But, Whether his life can be
" taken away by the ſentence pronounced upon him by the

" Court-martial, and after having ſo clearly explained their " motives for pronouncing ſuch a ſentence? is a point alone " which has employed my ſerious conſideration.

" The twelfth article of war, on which Admiral Byng's ſen- " tence is grounded, ſays, (according to my underſtanding of " its meaning), " That every perſon who, in time of action, " ſhall withdraw, keep back, or not come into fight, or who " ſhall not do his utmoſt, &c. through motives of cowardice, " negligence, or diſaffection, ſhall ſuffer death." The Court- " martial does, in expreſs words, acquit Admiral Byng of " cowardice and diſaffection, and does not name the word " *negligence*. Admiral Byng does not, as I conceive, fall un- " der the letter or deſcription of the twelfth article of war. It " may be ſaid, that negligence is implied, though the word " is not mentioned; otherwiſe the Court-martial would not " have brought his offence under the twelfth article, having " acquitted him of cowardice and diſaffection. But it muſt " be acknowledged, that the negligence implied, cannot be " wilful negligence; for wilful negligence, in Admiral Byng's " ſituation, muſt have either proceeded from cowardice or " diſaffection; and he is expreſsly acquitted of both theſe " crimes. Beſides, theſe crimes, which are implied only, and " not named, may indeed juſtify ſuſpicion, and private opini- " on; but cannot ſatisfy the conſcience, in caſe of blood.

" Admiral Byng's fate was referred to a Court-martial; " his life and death were left to their opinions. The Court- " martial condemn him to death, becauſe, as they expreſsly " ſay, they were under a neceſſity of doing ſo, by reaſon of the " letter of the law, the ſeverity of which they complained of, " becauſe it admits of no mitigation. The Court-martial ex- " preſsly ſay, that, for the ſake of their conſciences, as well " as in juſtice to the priſoner, they moſt earneſtly recommend " him to his Majeſty's mercy. It is evident then, that, in the " opinions and conſciences of the judges, he was not deſerv- " ing of death.

" The queſtion then is, Shall the opinions, or neceſſities of " the Court-martial, determine Admiral Byng's fate? If it " ſhould be the latter, he will be executed contrary to the in- " ſtructions and meaning of the judges; if the former, his

" life

" life is not forfeited. His judges declare him not worthy of " death; but, miſtaking either the meaning of the law, or " the nature of his offence, they bring him under an article " of war, which, according to their own deſcription of his of- " fence, he does not I conceive fall under; and then they con- " demn him to death, becauſe, as they ſay, the law admits of no " mitigation. Can a man's life be taken away by ſuch a ſen- " tence? I would not willingly be miſunderſtood, and have " it underſtood I judge of Admiral Byng's deſerts. This " was the buſineſs of a Court-martial; and it is my duty " only to act according to my conſcience, which, after deli- " berate conſideration, aſſiſted by the beſt light a poor under- " ſtanding can afford it, remains ſtill in doubt. And therefore, " I cannot conſent to ſign a warrant, whereby the ſentence of " a Court-martial may be carried into execution; for, I can- " not help thinking, that however criminal Admiral Byng " may be, his life is not forfeited by that ſentence. I do not " mean to find fault with other mens opinions: all I endea- " vour at, is to give reaſons for my own; and all I wiſh, is, " that I may not be miſunderſtood. I do not pretend to judge " Admiral Byng's deſerts, nor to give any opinion on the pro- " priety of the act.

" *Signed, February 16th*, 1757, *at the Admiralty.*"

The conduct of the unfortunate Admiral Byng, after he received ſentence of death, redounds much to his honour; for, he maintained a ſerenity to the laſt moments of his life, that muſt convince, even his enemies, that he had no fear of death; and, to the laſt, ſeemed conſcious of his innocence. When he came on the quarter deck, he delivered into the hand of a friend, a paper containing the following addreſs.

" A few moments, will now deliver me from virulent per- " ſecutions, and fruſtrate the farther malice of my enemies. " Nor need I envy them a life, ſubject to thoſe ſenſations the " injuries and injuſtice done me muſt create. Perſuaded I am, " juſtice will be done to my reputation hereafter. The man- " ner and cauſe of keeping up the popular clamour and pre- " judice againſt me, will be ſeen through. I ſhall be conſider-

" ed (as I now perceive myſelf) a victim, deſtined to divert " the indignation and reſentment of an injured and deluded " people from the proper objects. My enemies themſelves " muſt now think me innocent. Happy for me, at this my " laſt moment, that I know my own innocence; and that " no part of my country's misfortunes can be owing to me. " I heartily wiſh that the ſhedding of my blood may contri- " bute to the happineſs and ſervice of my country; but can- " not reſign a juſt claim to a faithful diſcharge of my duty, " according to the beſt of my judgment, and the utmoſt exer- " tion of my ability, for his Majeſty's honour, and my coun- " try's ſervice. I am ſorry that my endeavours were not " attended with more ſucceſs; and that the armament under " my command, proved too weak, to ſucceed in an expedi- " tion of ſuch moment.

" Truth has prevailed over calumny and falſehood, and " juſtice has wiped off the ignominious ſtain of my ſuppoſed " want of perſonal courage, or diſaffection. My heart acquits " me of theſe crimes. But, who can be preſumptuouſly ſure " of his own judgment, or differing in opinion from my judg- " es?—And, if yet the error of judgment ſhould be on their " ſide, God forgive them, as I do: and may the diſtreſs of " their minds, and uneaſineſs of their conſciences, which, " in juſtice to me, they have repreſented, be relieved, and " ſubſide as my reſentment has done.

" The Supreme Judge ſees all hearts and motives: And " to Him, I ſubmit the juſtice of my cauſe.

" J. Byng."

" *On board his Majeſty's ſhip Monarque, in* " *Portſmouth harbour, March 14th, 1757.*"

The importance of this ſubject, has unavoidably drawn us to ſpeak of it at greater length than was at firſt intended; ſo that we dread having exhauſted the patience of the reader: but we thought it better, not to interrupt the narrative of this wonderful tranſaction, and its conſequences, than to break off, and be obliged to renew it again, when we came to treat of the affairs of the following year. To ſay more on this matter, would greatly exceed the bounds of our deſign; but, as every thing

thing relating to the unfortunate Admiral Byng, is of the utmoſt importance, the reader will find in the appendix, (See Note 93.), the reſolutions of the Court-martial; the Admiral's defence, which is a maſterly performance; and other papers: to which we beg leave to refer.

We ſhall conclude this very diſagreeable ſubject, by obſerving, that the lapſe of more than thirty years has thrown much light on this tragedy; there being now the beſt reaſons for preſuming, that the Court-martial did not clearly comprehend the meaning of the act of parliament; that the miſconduct of Admiral Byng did not deſerve ſo ſevere a puniſhment as death; and that, ſo far from conſidering him as a victim to public juſtice, he will be regarded by poſterity as a martyr to the reſentment of an Adminiſtration, for whoſe conduct, their country has but too much reaſon to be aſhamed, and, in whom, it would have been more honourable to have ſolicited his Majeſty for a pardon, than, by perſevering in their miſrepreſentations, and artfully miſleading the people, to throw the blame of the loſs of Minorca on a perſon who did not deſerve it; and, by that means, prevent the Crown from exerciſing the nobleſt of its prerogatives.

General Fowke, the late Governor of Gibraltar, likewiſe met a hard ſentence from his Court-martial. By the Preſident's caſting vote only, it was carried to be a ſuſpenſion for the ſpace of one year. When the ſcale of juſtice was ſo nicely poiſed, one would have expected that the balance would have inclined more to the ſide of mercy. But, notwithſtanding his great age and long ſervices, he was diſmiſſed from his employments. The ambiguous letters wrote to him by the Secretary at War, were his ruin. His preſent Majeſty, however, ſoon after his acceſſion to the throne, commiſerating his caſe, reſtored him to his rank in the army, and appointed him Lieutenant-General of the Land Forces in Ireland.

But to return now to the ſtate of affairs at Gibraltar—Sir Edward Hawke found the repairs of his ſquadron in ſuch forwardneſs there, that he was ſoon enabled to put to ſea, and loſt no time in repairing off Minorca: but that iſland having ſurrendered ſome time before, the beſieging army and fleet, as formerly mentioned, had by this time returned to Toulon.

As

As the enemy had now no ſquadron at ſea in the Mediterranean, Admiral Hawke was left at freedom to protect our trade, and to diſtreſs that of the enemy. His ſquadron took many of the enemy's merchant ſhips, of great value, from the Weſt Indies, Turky, &c.

Sir Edward Hawke, while on this ſtation, behaved with the reſolution of a Blake, and with a proper ſpirit ſupported the honour of the Britiſh flag; of which the following are two ſtriking inſtances:

Captain Fortunatus Wright, of the St George privateer of Liverpool, whoſe veſſel mounted only twelve guns, and whoſe crew did not exceed ſeventy or eighty men, having done the French trade in the Mediterranean much hurt, both in the laſt war and in this, a reward was now offered by the King of France, and the merchants of Marſeilles, for taking him. Being off the port of Leghorn, he fell in with a French xebeque, of ſixteen carriage guns, with many ſwivels, and two hundred and eighty men; when, after a very obſtinate fight, in which the enemy loſt their Captain, ſeveral officers, and a great number of their crew, he obliged her to ſheer off, leaving the victory to Captain Wright, who conducted ſeveral veſſels into Leghorn, which had put themſelves under his convoy. This xebeque had done much injury to our trade in theſe ſeas, and was fitted out purpoſely to take Captain Wright, who was now more conſpicuous for his bravery than ever. But no ſooner was he arrived at Leghorn, than his veſſel was ſeized, and he and his crew thrown into priſon, on the pretence of violating the neutrality of the port. Fortunately, Captain Wright got an opportunity of acquainting Admiral Hawke with the particulars of his caſe; the circumſtances of his attacking the xebeque, the ſervices he had done, and the treatment he had received from the injuſtice and partiality of the Auſtrian Government at Leghorn. The Admiral reſolved, that while he commanded in the Mediterranean, he would not ſuffer a Britiſh ſubject to be oppreſſed. He therefore immediately diſpatched Sir William Burnaby, with the Jerſey and Iſis, peremptorily to demand that Captain Wright and his crew ſhould be immediately releaſed, and that his ſhip ſhould be reſtored to him in leſs than twenty-four hours after

his

his arrival; with which requeſt, diſagreeable as it was, the Auſtrian Regency thought proper to comply, without waiting for inſtructions from the Court of Vienna. There is great reaſon to believe, that Captain Wright would have made a very conſiderable figure in this ſort of war, if he had not been, in the midſt of his career, unfortunately overtaken by a ſtorm, in which his ſhip was ſuppoſed to founder, as he was never heard of more.

The other affair regarded the Spaniards, who were almoſt as partial to the French as the Auſtrians.—While Admiral Hawke was at anchor in the Bay of Gibraltar, he received an account, that a French privateer had taken a Britiſh veſſel, loaded with proviſions for the garriſon, cloſe to the Spaniſh ſhore, and carried her into Algaziers, a ſmall Spaniſh port in the Bay, and nearly oppoſite to Gibraltar. On receiving this information, he ſent an officer to the Governor to demand the reſtitution of the veſſel, as an illegal capture. This the Governor haughtily refuſed: But the Admiral reſolved, that he would not tamely brook ſuch an inſult; for, on receiving this anſwer, he ſent his boats manned and armed, to cut out the veſſel ſo unjuſtly made a prize of. This ſervice they performed with the greateſt bravery, and brought her to Gibraltar from under the Spaniſh fort, where ſhe was moored; and notwithſtanding that the fort, and the French privateer, fired on them the whole time, by which we had one hundred and fifty men killed and wounded. Amongſt the former was Enſign Townſhend, with ſeveral other officers from the garriſon, who had volunteered in this ſervice. Of this affair the Spaniards made loud complaints to our Court: but themſelves were ſolely to blame, in the partiality they ſhowed the French on all occaſions.

On the 3d of December, Sir Edward Hawke with a part of his fleet ſailed for England, leaving the command in the Mediterranean to Rear-Admiral Saunders. Whilſt on this ſtation, Sir Edward acquired great glory. He protected our own trade, and diſtreſſed that of the enemy; vindicating the rights of his Majeſty's ſubjects, and maintaining with ſuch dignity the honour of the Britiſh flag, that it was not only feared, but reſpected by all the neighbouring powers.

TRANS-

TRANSACTIONS AT AND NEAR HOME.

THE enemy's preparations for war, and a threatened invaſion of England or Ireland, occaſioned a very large naval force to be kept at home, ſo as to be ready in caſe of any emergency. Certain information had been received ſucceſſively, from the month of Auguſt 1755, to the month of April this year, that the enemy had drawn great numbers of troops from the interior parts of France, to the coaſts of Normandy, Picardy, and Britanny, with an intention to invade his Majeſty's dominions: that they had collected great quantities of proviſions, artillery, and warlike ſtores; and had aſſembled a number of veſſels and flat-bottomed boats in the ports of the above provinces, to tranſport this army acroſs the Channel.

Our Miniſtry were greatly alarmed at theſe preparations; and therefore, orders were ſent to all the dock-yards, to be as expeditious as poſſible in fitting out a great number of ſhips. Vice-Admiral Oſborne was ſent to ſea, on the 30th of January, with a ſtrong fleet. He was to convey a number of merchant ſhips into the ocean; and, on his return, to obſerve the motions of the enemy at Breſt. (See Note 94.)

This fleet returned into port the 16th of February. But inſtead of ſending it out on this ſervice, it would have been better employed if ſent to the relief of Minorca, as Adminiſtration had, a conſiderable time before its ſailing, received the moſt certain intelligence of the enemy's deſigns againſt that iſland. Great Britain, in ſparing this ſquadron, would not have laid herſelf open to inſult by the fleet of ſixteen ſhips of the line that the enemy were at this time fitting out at Breſt and Rochefort, as, by undoubted authority, great part of theſe ſhips could not be equipped before May: and we had at that time ready to put to ſea, at a moment's warning, eight ſail of the line, and twenty-three frigates; beſides thirty-two ſail of the line, and five frigates, fitting, and nearly ready for ſea.

The fears of an invaſion were merely ideal, the enemy not having made any preparations to execute ſuch a ſcheme, except marching troops to their maritime provinces, and aſſembling ſome veſſels and boats; for, by all the intelligence received

ceived at this time, the French Miniſtry had rejected every plan for that purpoſe as impracticable, and meant only to diſtract and alarm the Engliſh nation with the fears of ſuch deſcent, the better to conceal their real deſigns and intentions.

The preparations at Breſt ſtill continuing, Vice-Admiral Hawke, with a ſquadron, was diſpatched to prevent the reinforcements the enemy were intending to ſend to their American colonies from putting to ſea. He received his orders on the 27th of February, and ſailed the 12th of March. (See Note 95.)

Advice having been received, that the ſquadron fitting out at Breſt, was ſuperior to that under Admiral Hawke, Rear-Admiral Holburne was ordered to reinforce him immediately with five ſail of the line. He accordingly ſailed from Spithead the 1ſt of April. (See Note 96.)

It generally happened, that before advice was received of the enemy's motions, it was too late for us to counteract them. Thus, M. d'Aubigny, with a ſmall ſquadron, ſailed from Breſt on the 30th of January for Martinico; and a ſtronger one, commanded by M. de Beauſſier, ſailed the 19th of February for St Domingo. It was with the view of intercepting the latter, that the Admiral was ſent out. Why Rear-Admiral Holburne was ordered with five ſail of the line, to reinforce Admiral Hawke, already too ſtrong for the ſervice of blocking up Breſt and Rochefort, where the enemy had only eleven men of war of the line fitting, and even theſe in ſuch want of cannon and ſailors that they could not proceed to ſea, is a ſecret with which the public were never made acquainted. Admiral Hawke returned to England with the greateſt part of his ſquadron the beginning of May, leaving the remainder under Rear-Admiral Holburne. While out, his ſquadron made a great many valuable prizes.

Our fleets ſent to cruize off Breſt, ſeemed to increaſe in ſtrength, in proportion to the fears of the Miniſtry reſpecting an invaſion. Vice-Admiral Boſcawen, was ſent to join the fleet left off Breſt, under Admiral Holburne; and to take upon him the command. He ſailed from England the 29th of April, and was ſoon after reinforced by a ſquadron, under Rear-Admiral Moſtyn. When joined, this formidable fleet conſiſted of eighteen ſhips of the line, ſix of fifty guns, and two frigates.

gates. (See Note 96.) The French not being able to fit out a ſquadron nearly equal to this, (after the ſtrong ſquadrons they had ſent to their colonies), kept cloſe in their harbours.

Admiral Boſcawen, therefore, diſpatched a good many of his ſhips, to cruize on ſtations where they were moſt likely to fall in with the merchant ſhips belonging to the enemy. The Colcheſter and Lyme, being on a cruize off the iſland of Oleron, on the 17th of May, early in the morning, ſaw two ſail, to which they gave chaſe. About half an hour after nine, they could perceive them to be French ſhips of war; and were crowding all the ſail they could ſet, in order to eſcape. At half paſt five in the evening, Captain O'Brien got along-ſide the largeſt, and began to engage; and ſoon after, Captain Vernon came up with the other, and engaged her as cloſely as poſſible. The third broadſide, the Colcheſter's tiller rope was ſhot through, and great part of the ſteering-wheel ſhot away; upon which, the ſhip came round to. The enemy upon this, put his helm hard aweather, and raked her fore and aft; but, perceiving that ſome diſaſter had happened on board the Colcheſter, he let down his courſes, and bore away to the aſſiſtance of the other ſhip, then warmly engaged with the Lyme. Captain O'Brien repaired his damages ſo quickly, and made ſuch diſpatch after her, that he obliged the enemy to renew the engagement, before they effected their deſign. Getting on her lee-bow, he gave her ſeveral broadſides, moſt part of which raked her fore and aft. They were now ſo near, as almoſt to be on board of each other. In this manner, they fought a conſiderable time after it was dark. The French directed moſt of their fire at the rigging of our ſhips, which they had ſo effectually deſtroyed, that about midnight, the enemy made ſail, and endeavoured to get off. Our ſhips were ſo much damaged, that they could not purſue them; and, by this means, they effected their eſcape. The Lyme engaged her opponent ſo very cloſe, that the wads of the enemy's guns ſet fire to her fore-ſail; which, however, they ſoon extinguiſhed. Our ſhips loſt a great many men, and received other conſiderable damage.

The kingdom was ſtill in great conſternation about the threatened invaſion; and the emiſſaries of the French nation,

or

or thoſe intereſted in the riſe or fall of ſtocks, took a ſhameful advantage of the people's credulity; which, by means of falſe reports, they made to operate conſiderably to their own advantage. Marſhal de Conflans was ſaid to be in Breſt water, ready to come out with twenty ſail of the line, to eſcort the troops which were to invade England; but Admiral Boſcawen ſoon convinced the nation how groundleſs their fears were, by ſending in the Hunter cutter, commanded by Lieutenant Cockburn, to reconnoitre that port. Mr Cockburn approached cloſe to the harbour's mouth; when he, with five more, got into the boat, and taking every precaution to prevent their oars from making any noiſe, rowed into the harbour as ſoon as it was dark; and took a particular account of all the ſhips in the road. On his return, he boarded a ſmall coaſting veſſel laden with wine, which was at anchor cloſe to the French men of war, cut her cable, and brought her out: the wine was diſtributed among Admiral Boſcawen's fleet. He reported to the Admiral, that he ſaw only nine ſhips of war, from fifty guns and under, and ſix large merchant ſhips; by which it plainly appeared, that this mighty invaſion was a thing without any real exiſtence, and calculated merely as a feint to deceive, and to attract our attention from their real deſigns.

The ſquadron were very ſucceſsful in taking prizes. The Admiral returned to England the 8th of November, with Rear-Admiral Holburne, and a part of the ſquadron, leaving the remainder under Admirals Moſtyn and Norris, (the latter of whom had, during this cruize, been promoted to be Rear-Admiral of the White), before Breſt, in hopes of intercepting ſome of the enemy's fleets, on their return to Europe. Of this cruizing fleet, Vice-Admiral Knowles was afterwards ſent out to take the command, when it conſiſted of fourteen ſhips of the line, five of fifty guns, and a frigate. (See Note 97.)

This ſquadron continued cruizing in the Bay of Biſcay, without meeting the deſired ſucceſs, when the Admirals, with the greateſt part of the fleet, returned to England about the middle of December; leaving a few ſhips to obſerve the enemy's motions. Mr Knowles was much blamed for leaving his ſtation ſo early; as, ſoon after he quitted it, the enemy not only ſtole out with two ſmall ſquadrons, one for the coaſt of Africa, un-

183251

der M. de Kerſaint, where they did conſiderable damage to our trade; the other for the Weſt Indies, under M. de Beaufremont; but ſome of their ſquadrons, with the trade from their colonies, alſo returned in ſafety.

The only conjunct expedition this year, was on a very ſmall ſcale, but of ſome importance to our trade. The enemy had been for ſome time very buſy in fortifying the largeſt of the Chauſey iſlands near St Malo; which gave juſt alarm to the merchants of the iſlands of Guernſey and Jerſey. (See Note 98.) It was therefore determined to deſtroy the fort before it was completed. This piece of ſervice was entruſted to the Honourable Captain Richard Howe, of his Majeſty's ſhip Dunkirk, having along with him a twenty gun ſhip, two ſloops of war, and a detachment of three hundred men from the garriſon of the iſland of Jerſey. As ſoon as the Dunkirk came to an anchor before the place, Captain Howe ſent a ſummons to the Commandant to ſurrender. He at firſt made ſome very unreaſonable demands; which being rejected, and perceiving the ſhips in motion to attack the fort, he ſubmitted to the conditions preſcribed him. The fortifications were immediately deſtroyed. This conqueſt, ſmall as it was, had not been ſo eaſily effected, had all the works been completed which were intended by the original plan, as the ſituation was ſtrong, the approach to it difficult, and wholly expoſed to the cannon of the fort, which was conſtructed to mount thirty guns.

Among the great number of prizes made this year, muſt be reckoned many Dutch ſhips; for, although our good friends and allies meant to obſerve a ſtrict neutrality as to the fighting part; yet, the Dutch merchants entertained no ſcruples againſt ſupplying our enemies with all ſorts of naval and warlike ſtores which they ſtood in need of. The great freights offered, made them enter heartily into this traffic; ſo that our cruizers were neceſſitated to keek almoſt as ſharp a look-out for Dutch, as for French ſhips: and, when our navy had in a great meaſure annihilated the French trade, the only expedient left the enemy to bring home the produce of their colonies in America and the Weſt Indies, was by means of Dutch bottoms. The advantages offered by the French to the Dutch merchants,

merchants, were not to be reſiſted; and, for the better carrying on this lucrative commerce, every ſpecies of fraud was put in practice, to prevent the property on board being known for French produce. The iſlands of St Euſtatius and Curaçao, afforded the Dutch very ample pretexts; and paſſports and clearances were often dated from thoſe iſlands, and given to ſhips which had never touched at either of them. In conſequence of this ſort of connivance, orders were given to ſeize all Dutch ſhips who had French property on board. That this commerce was illegal, and deemed contrary to the faith of treaties, and the law of nations, is certain; as numbers of Dutch ſhips and cargoes, eſpecially the latter, were, after the moſt fair trials, condemned as legal prizes in our courts of Admiralty, and the ſentence generally confirmed by the Court of Appeals. However ſtrong the meaſure might be of ſeizing thus on the Dutch ſhips employed in this trade, it became abſolutely neceſſary to adopt it; as it was the only ſupport of the enemy's colonies, and enabled the French to carry on the war. The repeated deciſions of our Admiralty courts, ought to have put the States General timely on their guard; yet notwithſtanding the legality of their ſentences, many of which were given in favour of the Dutch, their High Mightineſſes remonſtrated in the ſtrongeſt terms, and endeavoured to defend the conduct of their ſubjects. Much altercation enſued between the two courts; and the matter was not entirely decided at the cloſe of the war.

CAPTURES BY HIS MAJESTY's SHIPS OF WAR, &c.

The Dover, commanded by Captain Chriſtopher Hill, took, after an action of two hours, the Pondicherry, from Canton in China, for Port L'Orient. She mounted twenty-four guns, and had two hundred men on board. The ſhip ſold for 4525 l. The cargo was valued at 150,000 l.

The Torbay, Captain Keppel, took, after a few broadſides, the Chariot Royal, a very large French ſhip of war, of thirty-ſix guns, and three hundred men, one hundred and ſixty of whom were ſoldiers. She was laden with ſtores of all ſorts, and clothing for

for the garriſon of Louiſbourg: She was afterwards of great uſe, being employed in ſeveral of our expeditions, as an hoſpital ſhip.

The Tartar, Captain Lockhart, took the Le Cerf privateer of St Malo, of twenty-four guns, and two hundred men, twenty-three of whom were killed in the action; L'Heros a privateer of the ſame place, of fourteen guns, and a hundred and ſixty-two men; La Roſe, a privateer likewiſe of St Malo, of ten guns and ninety men; and the Grand Gideon privateer of Granville, of twenty-four guns, and two hundred and fifteen men, ſeven of whom were killed in the action.

The Unicorn, Captain Galbraith, took a privateer of twenty guns; the Cigal privateer of St Malo, of fourteen guns, and one hundred and two men; and another privateer of twenty-two nine pounders, and a hundred and ninety men, formerly his Majeſty's ſloop of war the Spence.

The Hazard ſloop, Captain Hackman, took, after a ſmart action, a large privateer ſnow of eight guns, ſixteen ſwivels, and ninety men. She being an excellant ſailer, was purchaſed by Government, and called the Hazard's Prize.

The Diſpatch ſloop, Captain Holburne, chaſed and came up with a privateer, called the Prince de Soubiſe, of eighteen guns and one hundred and ſeventy men, which he engaged for two hours. The privateer boarded the Diſpatch twice, but was beat off both times with great loſs; and, after loſing many men, the enemy was obliged to ſheer off. Captain Holburne, who behaved with the greateſt intrepidity, was mortally wounded, and died ſoon after the action. A ragged flint ſtone, about the ſize of a nutmeg, was extracted from his head, which the enemy had fired inſtead of ſhot.

The Centaur, Captain Brown, chaſed a large privateer aſhore near Calais, where he cannonaded her for two hours; but a battery which kept firing at him all the time, prevented him from burning her.

The Gibraltar, Captain Cleveland, took a large ſchooner, called the Glaneur, of ſixteen guns, and one hundred men. Being a prime ſailer, ſhe was bought by Government, and called the Gibraltar's Prize.

Theſe were the principal prizes made by his Majeſty's ſhips, and

and all the actions of any conſequence which they had with the enemy this year. A great number of ſmall privateers were taken or deſtroyed, from ten guns downwards; and a great number of merchant ſhips, many of them of great value, were taken by the different cruizers.

The Antigallican privateer of London, of thirty carriage-guns, ſixteen ſwivels, and two hundred and eight men, commanded by Captain Foſter, took the Maria Thereſa, from Martinico, valued at 12,000 l.; and the St Jacques from Bourdeaux to Martinico. On the 26th of December, Captain Foſter, early in the morning, diſcovered a ſail about ſeven leagues off Ferrol, which he chaſed, and came up with about noon: She proved to be the Duc de Penthievre, a French Eaſt Indiaman, commanded by M. de Villeneuf, of a thouſand tons burden, mounting fifty guns, homeward bound. He engaged her yard-arm and yard-arm, till three o'clock, when ſhe ſtruck; having her Captain and twelve men killed, and twenty-ſeven men wounded. The Antigallican had twelve men killed, and twenty-ſix wounded. Blowing weather ſucceeding, Captain Foſter was forced to put into Cadiz with his prize; from whence the French Couſul ſent a moſt unfair repreſentation of facts, to the French ambaſſador at the court of Madrid, who inſiſted that ſhe was an illegal prize. In conſequence of this, ſhe was forcibly ſeized; a law-ſuit inſtituted; and, in the end, ſhe was reſtored to the French. Few captures ever made more noiſe, or had more ſerious conſequences than this: It helped, with other concurrent circumſtances, to bring on the Spaniſh war. To narrate the behaviour of the Court of Madrid, and the treatment Captain Foſter met with, would be too long to inſert here. But, for the reader's ſatisfaction, we have given a full account of all the particulars, in the appendix to this work. (See Note 99.)

Theſe were the principal captures made this year. We will now ſpeak of our loſſes. The enemy, by means of a great number of ſmall privateers, took many of our coaſting veſſels; numbers of whom fell into their hands, through the obſtinacy of the maſters, in refuſing to obey the inſtructions and ſignals of their reſpective convoys, which the Lords Commiſſioners of the Admiralty, were very punctual in ordering for the protection of our trade.

The

The Adventure tender *, commanded by Lieutenant Orrock, being on the impreſs ſervice, was attacked off Bamborough caſtle, by a privateer of twelve guns, and a hundred and forty-eight men; which he engaged very cloſely for two hours, when, after having five men killed, and eighteen wounded, and all his powder expended, he was obliged to ſtrike. The privateer had ſeven men killed, and twenty-five wounded. For this gallant action, Mr Orrock was ſoon after made a Maſter and Commander. The Terrible privateer of London, of twenty-ſix guns and two hundred men, commanded by Captain Death, on the 23d of December, took, after an engagement of two hours, the Grand Alexander, from St Domingo, of four hundred tons, twenty two guns, and one hundred men. In this action, the Terrible had a Lieutenant and ſixteen men killed, and the ſhip was conſiderably damaged. Five days afterwards, as the Terrible was conveying this valuable prize to England, and the crew but ill prepared for a ſecond action, Captain Death unfortunately fell in with the Vengeance privateer of St Malo, of thirty-ſix guns, and three hundred and ſixty men. The enemy immediately retook the prize, manned her, and both together bore down on the Terrible, and attacked her with great fury. They ſhot away her main-maſt the firſt broadſide; yet Captain Death fought his ſhip with great bravery; nor did the Terrible ſtrike, till after a long, bloody, and deſperate conflict, in which Captain Death and near half of his crew were killed, and the ſurvivors moſtly wounded. The enemy did not purchaſe this victory at a cheap rate; for they loſt their firſt and ſecond Captains of the Vengeance, and two thirds of her crew.

The merchants of London were ſo ſenſible of the gallant behaviour of Captain Death and his crew on this occaſion, that they opened a ſubſcription at Lloyd's coffee-houſe, for the benefit of his widow, and the widows of thoſe brave men who loſt their lives along with him; to which many of them contributed very largely.

During the courſe of this year, we took from the enemy two hundred and fifty-one ſhips, many of them of great value. And the enemy took from us, two hundred and thirty ſhips, few of them of much worth, the Warwick man of war, and Terrible

* A ſmall brig mounting ſix three-pounders.

Terrible privateer excepted. And upon a ſtrict examination of the captures made by both nations, the balance was greatly in our favour.

We have now brought the naval and military tranſactions of this year to a concluſion; and make no doubt but the candid reader will agree with us in opinion, that upon an impartial review of the conduct of our officers of both ſervices, there do not appear ſufficient grounds to impeach either their courage, or conduct; nor for that load of obloquy, which the deſigning and unthinking part of the nation ſo copiouſly beſtowed on them at this period.

1757.

Although a change of Adminiſtration had taken place at the cloſe of laſt year, and a plan in ſome meaſure formed by them for the operations of the enſuing campaign; yet there evidently appeared not only a want of vigour in the Government, but in all our naval and military affairs. Perhaps this was owing to many ſenſible people foreſeeing that the preſent Miniſtry would not be able to ſtand their ground, as they met with a very ſtrong oppoſition in the Houſe of Commons. Mr Pitt was well acquainted with the ſentiments of the people; and he loſt not a moment in doing all that lay in his power to correct abuſes, to revive the depreſſed ſpirit of the nation, and to employ our natural ſtrength in the moſt effectual manner. The foreign auxiliaries were ſent home, powerful ſuccours were afforded to all our colonies in America, and our trade protected.

The Earl of Loudoun, who had been ſent out the preceding year, as Commander in Chief of the land forces in North America, found, on his arrival there, our affairs in a dreadful plight. In order to retrieve them, and to be able to act on the offenſive, it was abſolutely neceſſary, he ſaid, to reinforce him, early in the ſpring, with at leaſt ten thouſand men, eſcorted by a powerful fleet, ſuperior to any the enemy could fit out to oppoſe it; and he requeſted that this body of troops might be ſent all at one time; as all the military ſuccours that had been afforded our colonies hitherto, had been ſent acroſs the Atlantic in ſuch ſmall bodies, and at ſuch long intervals,

that they never had it in their power, either to protect the inhabitants, or act with vigour againſt the enemy; who, from their ſuperiority in numbers, alertneſs, or our own miſconduct, contrived to cut them in pieces ſoon after their arrival. To this plan the Miniſtry aſſented; and informed his Lordſhip, that his ſcheme had met with his Majeſty's approbation; and that, as ſoon as the ſeaſon would permit, the reinforcements he aſked would be ſent.

At this time, there was a powerful and well diſciplined army in Great Britain. Ten new regiments had been raiſed, the end of the year 1755. The beginning of 1756, a regiment, conſiſting of four battalions of a thouſand men each, was raiſed: they were deſtined to ſerve in America, and officers, as well as men, compoſed of foreign Proteſtants.

In Auguſt 1756, a battalion had been added to the fifteen oldeſt regiments of infantry then in Great Britain; yet of this powerful army, there was not a man to be ſent to America; Ireland was to have that honour. The cauſe was evident: the French were marching a large army into Germany, and the then Commander in Chief was in hopes of being able to prevail with the Miniſtry to tranſport the army in Britain, to help to defend the Electorate of Hanover: this he could not bring about, and Ireland could not afford to ſpare ſo large a body of men as was required to be ſent to North America. In order, therefore, to make up the deficiency, a ſcheme of Archibald Duke of Argyle's was adopted, and perhaps one of the wiſeſt that ever yet was deviſed: this was, to raiſe two regiments of twelve hundred men each, from among the Highland clans in Scotland, the officers to raiſe their own men.

The Miniſter, who was infinitely ſuperior to the prejudices that actuate low minds, readily gave into it. He ſaw the plan replete with ſound wiſdom: it was, indeed, the ſharpeſt axe that ever was laid at the root of Jacobitiſm. It not only annihilated diſaffection; but it did more: it transferred the affections of the diſloyal clans, to the illuſtrious Houſe of Hanover. The men were raiſed in the ſpace of a few weeks; and we do not hazard much when we aver, that no body of men ever ſerved with more honour to themſelves, or real advantage to their king and country, than they did.

Vice

Vice Admiral Holburne was appointed to command the fleet that was to eſcort the troops to North America, and to act in conjunction with the Earl of Loudoun; but, from a ſtrange fatality, which as yet had attended all our operations, he was ſo long detained in England, that, before he arrived at his deſtination, the ſeaſon for acting was drawing near a cloſe.

As the enemy had hitherto been ſuperior to us in point of naval force in the Weſt Indies; Rear Admiral Cotes, took out with him large reinforcements, and convoyed the trade to Jamaica; as did Commodore Moore, to the Leeward Iſlands. Admiral Oſborne was ſent to command the fleet in the Mediterranean; and, as the enemy were ſending out a fleet and an army to the Eaſt Indies, Commodore Stevens was diſpatched with a reinforcement of ſhips to join Vice-Admiral Watſon.

The enemy's activity, in ſending out ſuccours to their colonies early in the Spring, was very conſpicuous; and, notwithſtanding all Mr Pitt's endeavours, they got the ſtart of us this campaign. They ſoon obtained information of the plan of our operations, and they took all the precautions in their power to render them abortive; for, although we had ſtrong ſquadrons cruizing before their principal ſea ports, yet, the reinforcements they ſent out, had the good fortune to eſcape them all.

Early in January, a ſtrong ſquadron under M. de Beaufremont, ſtole out of Breſt; his deſtination was Louiſburg: but as that harbour could not be free from ice on his arrival on the American coaſt, if he ſteered his courſe directly for that place, he proceeded to the iſland of Hiſpaniola, and cruized for ſome time in the Weſt Indies, where he did our trade conſiderable damage; and at a proper ſeaſon, proceeded for Cape Breton. On his voyage hither, he nearly intercepted Sir Charles Hardy and the Earl of Loudoun on their way from New York to Halifax.

Another ſquadron likewiſe got out of Breſt. It was commanded by M. de Kerſaint, who ſteered for the coaſt of Africa, where we had no ſquadron capable of oppoſing him. He did our trade on the coaſt an incredible deal of miſchief, and then ſteered for the Weſt Indies.

Early in May, the French made a conſiderable embarkation of troops, which they ſent to the Eaſt Indies, under the com-

mand of Lieutenant General Count Lally. Theſe troops were eſcorted by five ſail of the line, commanded by Count d'Aché.

While Mr Pitt and his friends continued in adminiſtration, from the meaſures they adopted, things wore a more favourable aſpect; and, as they were deſervedly very popular, the ſpirits of the nation began to revive. But they were ſuddenly and unexpectedly caſt down; for, on the 9th of April, Mr Pitt, by his Majeſty's command, reſigned the ſeals. Never was a meaſure more diſagreeable, or more repugnant to the ſentiments of the nation in general; nor did they fail to ſhow their reſentment on the occaſion. The clamour at the diſmiſſion of the Miniſter, was not that of a few particular friends, or of a hired mob, but preſently ſhewed itſelf to be that of the principal people throughout the kingdom. From the city of London downwards, ſcarce a city or corporation in England, but teſtified their diſapprobation of the meaſure, by preſenting him and Mr Legge, (the late Chancellor of the Exchequer), with the freedom of their reſpective corporations, in gold boxes of exquiſite workmanſhip, accompanied either with letters or ſpeeches, in which they beſtowed the higheſt encomiums on their conduct, and expreſſed their warmeſt wiſhes for their being ſpeedily reinſtated in their offices.

Various reaſons were aſſigned for removing Mr Pitt and his friends. His adherents gave out, that it was owing to his refuſal to comply with certain meaſures required of him, and which he thought detrimental to the true intereſt of his country. His opponents ſaid, it was owing to the inability of himſelf and his friends, to raiſe the neceſſary ſupplies. Had this laſt been the caſe, his reſignation had been voluntary, not forced; and, it muſt be allowed, that during the ſhort time that Mr Pitt and his friends continued in office, they gave evident proofs of their ſuperior abilities and diſintereſtedneſs, and reſtored the nation from deſpondency, to a ſenſe of its own ſtrength, vigour and dignity.

At this diſtance of time, it appears almoſt impoſſible to conceive the ſpirit which the Miniſter and his friends infuſed into the nation in general, during the little while they held the reins of government in their hands. Its benign influence ſpread like wild-

wild-fire; and from the day that Mr Pitt took the lead in Adminiſtration, the dread of an invaſion vaniſhed like an idle phantom, which had been raiſed by a perturbed imagination.

Mr Pitt's friends all reſigned their employments, when he was diſmiſſed; in conſequence of which, Daniel, Earl of Winchelſea and Nottingham, Sir William Rowley K. B., the honourable Edward Boſcawen, Gilbert Elliot, Eſq; John Lord Carysfort, Savage Moſtyn, Eſq; and the honourable Edwin Sandys, were appointed Lords Commiſſioners of the Admiralty.

The ſtate of the nation was at this time truly deplorable; without an ally that could be of the ſmalleſt ſervice to us; engaged in an expenſive, and hitherto an unſucceſsful war; and at home torn in pieces by faction. This unfortunate change of Adminiſtration, in a great meaſure ſuſpended all our operations; and, having no Miniſtry firmly ſettled, the plans that had been concerted were now no longer attended to. All parties were wholly engroſſed with the ſtruggle for power. Nor did our enemies remain idle ſpectators of our domeſtic conteſts; but took the opportunity of ſending out powerful ſuccours to all their colonies, particularly to North America; by which, they were not only enabled to baffle the plans we had laid for the reduction of their principal fortreſſes, but to attack ſome of ours with ſucceſs. This grand political conteſt, was attended with the worſt of conſequences; it infuſed an uncommon degree of languor into all our naval and military operations: for, while our commanders abroad knew not who was to reward their ſervices, or puniſh their neglects, and even were not aſſured in what light their beſt intended actions might be conſidered, they had reaſon to apprehend that they might not be repreſented to the nation as they really were, but as it might anſwer the particular purpoſes of ſome ruling faction; who, to ſcreen their own bad conduct, might give them up as a ſacrifice, to appeaſe the wrath of an enraged and injured public. In ſhort, that enterprizing boldneſs, which is the characteriſtic of the Britiſh nation, and which afterwards broke forth, and ſhone with ſuch unparalleled luſtre, ſeemed for a while to be hid under a cloud.

At laſt, a coalition between the two contending parties was happily effected; and the following partition of places took place

place on the 29th of June, *viz.* Mr Pitt and the Earl of Holderneſſe, Secretaries of State; the Duke of Newcaſtle, the Honourable Henry Bilſon Legge, (Chancellor of the Exchequer), Robert Nugent, Eſq; William Viſcount Duncannon, and the Honourable James Grenville, Lords Commiſſioners of the Treaſury; the Honourable George Grenville, Treaſurer of the Navy; Richard Earl Temple, Lord Privy Seal; Henry Fox, Eſq; Pay-Maſter-General of the Land Forces; the Honourable Charles Townſhend, Treaſurer of the Chamber; the Duke of Devonſhire, Lord Chamberlain of the Houſehold; Granville Earl Gower, Maſter of the Horſe; the Duke of Bedford, Lord Lieutenant of Ireland; Sir Robert Henley, Lord Keeper of the Great Seal; and George Lord Anſon, the Honourable Edward Boſcawen, Temple Weſt, Eſq; George Hay, L. L. D., Thomas Orby Hunter, Gilbert Elliot, Eſqs; and the Honourable John Forbes, Lords Commiſſioners of the Admiralty. In the month of September this year, died Vice-Admiral Weſt. His death, by many, was ſuppoſed to have been accelerated by the hard fate of his colleague in the Mediterranean command, in 1756. In Mr Weſt, the nation was deprived of a man of the greateſt probity, and the ſervice of an excellent officer. Hans Stanley, Eſq; was appointed to his ſeat at the Board of Admiralty. From this arrangement in the State, we may with propriety date the beginning of Mr Pitt's adminiſtration, which brought Great Britain to the higheſt pitch of glory and proſperity.

By his Majeſty's command, the following promotion of flag-officers was made in February:

William Martin, Eſq;
Iſaac Townſend, Eſq;
George Lord Anſon,
} To be Admirals of the White.

Henry Oſborne, Eſq;
Thomas Smith, Eſq;
Thomas Griffin, Eſq;
Sir Edward Hawke, K. B.
} Admirals of the Blue.

Charles Knowles, Eſq;
Hon. John Forbes,
Hon. Edward Boſcawen,
} Vice-Admirals of the Red.

Charles

Charles Watſon, Eſq;
Temple Weſt, Eſq; } Vice-Admirals of the White.
George Pocock, Eſq;

Hon. George Townſhend,
Savage Moſtyn, Eſq; } Vice-Admirals of the Blue.
Francis Holburne, Eſq;

Henry Harriſon, Eſq;
Thomas Cotes, Eſq; } Rear-Admirals of the Red.
Thomas Frankland, Eſq;

The ſupplies granted by Parliament were very great; fifty-five thouſand ſeamen being voted for the current year; and the ſum total voted this Seſſion, amounted to the ſum of 8,350,325 l. 1 s. 3 d. (See Note 100.) After the diſmiſſion of Mr Pitt and his friends, the Houſe of Commons determined to enquire into the cauſe of the loſs of the iſland of Minorca. Nothing could be more agreeable to the nation: they addreſſed his Majeſty for a great number of papers, all of which were laid before the Houſe. If however the then Miniſtry meant this enquiry as a juſtification of their own conduct, the papers produced, had quite a contrary tendency.

It appeared that they had little or no foreign intelligence: that they had very early notice of the intended attack on Minorca: that the number of ſhips of war in commiſſion, amounted to two hundred and fifty, having on board fifty thouſand ſeamen and marines; and the army in Great Britain, at that time, was more than thirty thouſand men: Yet, ſtrange to relate, the Committee of the whole Houſe came to ſeveral reſolutions, the firſt and laſt being the moſt extraordinary that ever yet were framed. In the firſt, they ſay, That it appeared to the Committee, that his Majeſty, from the 27th day of Auguſt 1755, to the 20th day of April 1756, received ſuch repeated and concurrent intelligence, as gave juſt reaſon to believe, that the French King intended to invade his dominions of Great Britain or Ireland. In the latter, That the Committee are of opinion, that no greater number of ſhips of war could be ſent into the Mediterranean, than were actually ſent thither, under the command of Admiral Byng; nor any greater reinforcement than the regiment which was ſent, and the detachment,

equal

equal to a battalion, which was ordered for the relief of fort St Philip, conſiſtently with the ſtate of the navy, and the various ſervices eſſential to the ſafety of his Majeſty's dominions, and the intereſts of his ſubjects *. Theſe reſolutions did not paſs without long debates and ſevere animadverſions, and were not carried by large majorities.

EAST INDIES. 1756 & 1757.

THE ſquadron of his Majeſty's ſhips in India, ſtill continued under the command of Vice-Admiral Watſon; and conſiſted of three ſhips of the line, one of fifty guns, two frigates and a ſloop. (See Note 101). Towards the end of April 1756, the Vice Admiral and his ſquadron left Bombay, being as ſoon as the monſoons would permit; and arrived at fort St David's, on the coaſt of Coromandel, about the middle of May. Soon after which, he received information from the Preſidency of Madras, that the French had embarked three thouſand men on board of ſix of their largeſt Eaſt India ſhips, which were to be converted into men of war as ſoon as they arrived in India. Theſe troops were to be eſcorted by ſix men of war of the line. This intelligence was tranſmitted by the Directors of the Eaſt India Company in London; and, coming from ſuch authority, was firmly believed. Admiral Watſon, on this, put his ſquadron in the beſt condition he could to receive the enemy, and ordered every officer to ſleep on board. The Preſidency of Madras requeſted he would repair with the ſquadron to that place. With this requeſt, he reluctantly complied, as he knew the road of fort St David to be the moſt proper ſtation on the whole of the Coromandel coaſt, for intercepting the French fleet. The Nabob of Golconda, had quarrelled with the French in his country under M. de Buſſy, and requeſted ſuccours of the Preſident and Council of Madras, to drive them out of his territories. This being conſented to, a detachment of five hundred men was on the point of marching, when an expreſs arrived from Bengal, informing the Gover-

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* Vide the Reſolutions of the Houſe of Commons in May 1757.

nor and Council, that the Nabob, on the moſt frivolous pretexts, had quarrelled with the Company, laid ſiege to Caſſimbuzar and Calcutta (See Note 102.), and made himſelf maſter of both places: that Governor Drake, and a number along with him, had made their eſcape on board ſhips at Calcutta, and were in the utmoſt diſtreſs at Fulta. About the ſame time, the Vice-Admiral received orders to repair with the ſquadron under his command to England. Theſe orders he communicated to the Preſident and Council. They were greatly embarraſſed on this intelligence, and not only requeſted of the Vice-Admiral to remain with his ſquadron in India; but aſſured him, unleſs ſome of the men of war proceeded immediately to Bengal, the Company's affairs would be entirely ruined; as, without ſuch aid, they had not a ſufficient number of ſhips to tranſport the number of troops neceſſary to be ſent on this ſervice. The Vice-Admiral ſaw that it was abſolutely neceſſary to ſuperſede his orders, in order to prevent the total ruin of the Eaſt India Company; and he determined to proceed immediately with the ſquadron to Ballaſore road: but as the mouth of the river Ganges abounds with dangerous ſhoals called the Braces, it was thought impoſſible to get the largeſt ſhips over them. The Saliſbury, Bridgewater and Kingsfiſher, were therefore to be put under the command of Captain Martin, and to proceed up the river to Calcutta. To perſons unacquainted with the Bay of Bengal, the voyage from Madras to Ballaſore road, ſeems ſo eaſy as to admit of being executed almoſt as ſoon as reſolved on. But the caſe is quite the reverſe; for, at this ſeaſon of the year, there are ſuch violent gales of wind and ſtrong currents which continually ſet out of the bay, that it has frequently happened, when a ſhip was thought to have made a conſiderable progreſs on her voyage, the firſt land ſhe made was the iſland of Ceylon.

The Admirals ſailed from Madras the 14th of October, with the Kent, Cumberland, Tyger, Saliſbury, Bridgewater, and Blaze * fire-ſhip, and ſome of the Company's ſhips; having

* This veſſel was purchaſed by the Admiral, on his receiving advice of the French armament expected in India. He gave the command of her to his firſt Lieutenant, Richard (now Admiral Sir Richard) King, who happened to be ſick when the Admiral ſailed: his Lieutenant not being able to reach the Ganges, was forced to bear away for Bombay.

a detachment of troops on board, under the command of Lieutenant Colonel Clive. The weather was uncommonly tempeſtuous. Some days after ſailing, the Saliſbury ſprung a leak, and, making the ſignal of diſtreſs, aſſiſtance was ſent her as ſoon as poſſible. The leak was found to be in the bow. In order to ſtop it, it was neceſſary to bring her by the ſtern: this took up ſome time; but it was at laſt effected: and the Admiral left it in Captain Martin's choice, either to bear away for the iſland of Ceylon, or to endeavour to reach Ballaſore road: he preferred the latter, as this ſhip was of the utmoſt conſequence to the ſucceſs of the expedition, having two hundred land forces on board; beſides, Captain Martin had been pitched upon, to command the ſhips that were to go up to Calcutta. After innumerable toils and difficulties, the Kent, Tyger, Bridgewater, and ſome of the Company's ſhips, arrived in Ballaſore road the 5th of December. The Cumberland unfortunately falling to leeward, grounded on a ſand-bank; but was got off again, without receiving any material injury. After many fruitleſs attempts, however, he was conſtrained, by want of proviſions, to bear away for Vizagapatnam. The Saliſbury, after encountering many ſevere gales, and all on board reduced to ſhort allowance, and even in danger of periſhing through want, had the good fortune, at laſt, through the perſeverance of her Captain, to arrive in Ballaſore road: ſhe followed the Admiral over the ſhoals, and joined him at Fulta.

Upon the Admiral's arrival, two Engliſh pilots came on board of him, from whom he learned what farther misfortunes had befallen the garriſon of Calcutta. This made him the more eager to proceed. And though the pilots heſitated as to their ability of taking the largeſt ſhips over the ſhoals; yet the Admiral, from the information he had received from Captain Speke, who had been ſeveral times before in the river, judging it practicable, reſolved to attempt it, and happily ſucceeded in croſſing the Braces, which he did the 8th, and arrived at Fulta the 15th. Here he found the Kingsfiſher ſloop, which he had diſpatched from Madras, to let the factory at Fulta know that he was haſtening to their aſſiſtance: and likewiſe Captain King, who had taken his paſſage in the Protector,

Protector, Captain England, one of the Company's ſhips, who was ordered to Bengal with Sepoys, to reinforce the troops under Colonel Clive. This ſhip ſailed from Madras two days after the Admiral, and arrived at Fulta two days before him. Captain King was in hopes of finding his ſhip here; but as ſhe could not reach Bengal, he ſerved on board the Kent as a volunteer.

The condition in which the Admiral found Governor Drake and the reſt of the unfortunate people who had eſcaped the rage of the Nabob of Bengal, is much eaſier to be conceived than deſcribed. Some were on board of the ſhips which had eſcaped falling into the hands of the Moors; ſome in mean houſes on ſhore; others in tents; all badly clothed, and greatly diminiſhed in numbers by ſickneſs and diſeaſe. But it is now neceſſary to inform the reader, of the cauſes which had reduced them to this melancholy condition.

The Nabob Aliverdi Cawn, dying in May 1756, was ſucceeded by his nephew Surajah Dowla, a young man of only twenty-four years of age, but of extremely bad diſpoſitions. He exerciſed his power in ſo tyrannical a manner, that many of his principal ſubjects fled to the European ſettlements for ſafety. On this, the Nabob iſſued an order, that no power ſhould afford an aſylum in their forts or ſettlements to any of his ſubjects. The French and Dutch immediately complied with this order; but the Britiſh being more refractory on this head, the Nabob ſwore he would drive them out of the country. Some diſpute happening at this time between Governor Drake, and Omichund, a rich Indian merchant, the latter was impriſoned at Calcutta: on this, the Nabob raiſed a very great army, and marched againſt the Company's ſettlement at Caſſimbuzar. On a promiſe of ſafe conduct, he got Mr Watts the chief in his power, and he made him write for two more of the Council, Mr Batſon and Mr Collet. No ſooner were theſe two gentlemen arrived in his camp, than he made the former of them and Mr Watts priſoners; and ſent back Mr Collet to the fort with a declaration, that, unleſs it was ſurrendered to him immediately, he would put every ſoul in it to death. The gentlemen were divided in opinion; but on account of their friends whom the Nabob already had in his power, it was agreed

to ſurrender the place to him. When the Moors entered the Fort, they ſeized on every thing, ill-treated their priſoners, ſtripped them almoſt naked, and then ſent them to Houghley, where they were cloſely confined, till they were removed to Muxadabad. The Nabob then marched his army againſt Calcutta, which he inveſted the 17th of June. He declared he would drive every Engliſhman out of his dominions: yet he wrote Governor Drake, offering to accommodate matters with him, if the Governor would pay him his duty upon the trade for fifteen years paſt, defray the expence of his army, and deliver up ſuch of his ſubjects as were then in the fort; which terms, the Governor refuſed. The Nabob then attacked a redoubt at the entrance of the town, from which his troops were repulſed with great ſlaughter. On the 16th he made an attack on another redoubt, and was again obliged to retire. But having again renewed his attacks on the 18th, the troops in thoſe poſts were ordered to retire into the Fort; on which the Moors took poſſeſſion of the town, and were allowed to plunder it for twenty-four hours. The Nabob then inveſted the Fort, and raiſed a battery of two twelve-pounders, from whence they kept up ſo feeble and ill-directed a fire, that by it a breach could never have been accompliſhed.

Governor Drake now convened a Council of war to conſider the ſtate of affairs; when the commanding officer of artillery informed them, that there was not ammunition in the Fort for three days. In conſequence of this, the principal ladies embarked on board the ſhips; and, ſoon after, the Governor and others followed their example. The command of the place now devolved on Mr Holwell, the ſecond in council, who determined to defend it to the laſt extremity. The numbers that retired with the Governor might be about two hundred; and the ſtrength of Mr Holwell's garriſon did not exceed two hundred and fifty men. He called a Council of war, and divided three cheſts of money among the diſcontented ſoldiers, to whom he made large promiſes for their courage and fidelity. He ſecured the keys of the place, and took every precaution to make a reſolute defence. The Moors having got poſſeſſion of ſuch houſes as commanded the Fort, they from thence fired muſquetry on our baſtions, and drove our troops from them; but our cannon ſeveral times diſlodg-

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ed them from theſe covers with great loſs. The attack was continued till the 20th in the afternoon, when it was found that our loſs in killed and wounded had been conſiderable; that the remainder were much exhauſted with fatigue, and the ammunition nearly expended. On this, Mr Holwell ordered the white flag to be hung out, that he might negociate terms with the Nabob. This he did to prolong time, in hopes of making good his retreat down the river to the ſhips, as he was certain the Nabob would not keep to any conditions he might agree to. But in both theſe views he was diſappointed; for the Governor had got ſo far down the river, that every hope was precluded from that quarter: and the time he ſo much wanted to prolong, was cut ſhort; for, during the parley from the walls, the back-gate was betrayed to the Moors, who entered the Fort in a body.

Mr Holwell had ſeveral audiences, in which the Nabob promiſed that no harm ſhould be done to the Britiſh: but ſoon after it was dark, the priſoners, to the number of one hundred and forty-ſix, were thruſt into the black-hole, a cloſe apartment about eighteen feet ſquare. The diſtreſs they here ſuffered, is beyond imagination dreadful *. Mr Holwell, and twenty-two others, alone remained alive in the morning, to paint a ſcene, more replete with horror, than perhaps was ever yet related. Meſſrs Holwell, Court, and Burdett, were in the morning taken into cuſtody of an officer: the reſt of the ſurvivors were ſet at liberty. Unfortunately, in the hurry of the attack, the releaſe of Omichund was forgot; and his being found in priſon, very much incenſed the Nabob, who was perſuaded, from Mr Holwell's voluntarily undertaking the defence of the place, that the Eaſt India Company had immenſe treaſures concealed in it. In hopes of extorting a diſcovery, Mr Holwell and his two fellow-priſoners were loaded with irons, and ordered to the camp. They had but a ſcanty allowance of rice and water to ſubſiſt on. In extreme bad health, they were conveyed by water to Muxadabad; and would undoubtedly have periſhed, but for the kind interpoſitions of the gentlemen of the French and Dutch factories, particularly M. Law, the French Chief, who generouſly ſupplied him with

* Mr Holwell, in 1758, publiſhed an account of this ſhocking piece of barbarity.

with clothes, linen, proviſions, liquors and money. Nor did they obtain their liberty, until the Nabob returned to Muxadabad.

The arrival of Admiral Watſon with his ſquadron, was of all things the moſt wiſhed for by the unfortunate Britiſh who had been forced to fly from Calcutta, and who found the old adage but too truly verified, that the unfortunate find but few friends. The reſpect they had met with, when in poſſeſſion of the moſt flouriſhing ſettlement that any European power had in Bengal, made them feel their ſad reverſe of fortune the ſtronger: being now levelled by the iron hand of adverſity, all that reſpect was vaniſhed, and they were in a manner forgotten and neglected. The Admiral immediately ſet about putting the ſquadron in the beſt condition poſſible. He purchaſed a veſſel, which he named the Thunderer, and converted her into a bomb-ketch, giving the command of her to his firſt Lieutenant, Mr Thomas Warwick. He wrote to the Nabob, expreſſing how much he was ſurprized at his conduct towards the Company; and that his intention in coming hither, was to reſtore them to their ſettlements, in which he hoped he would moſt cordially aſſiſt. The Admiral now reſolved to command in perſon the expedition for the recovery of Calcutta, and to take the large ſhips with him: but the pilots would not take charge of them till the ſprings were over. The troops, who had been landed in order to refreſh them, were again embarked. They amounted to ſix hundred Europeans, and one thouſand Sepoys.

The ſquadron ſailed from Fulta the 27th of December; and next day the Company's troops were landed at Mayapore, in order that Colonel Clive might attack the Fort of Bougee-Bougee, belonging to the Nabob, by land, whilſt the ſquadron cannonaded it. Early on the 29th, the Admiral made the ſignal to weigh anchor, and the fleet moved towards the Fort; which, at ſeven o'clock, began to fire on the Tyger, our headmoſt ſhip, and ſoon after upon the whole of the ſquadron. By eight o'clock, the large ſhips had got oppoſite it, and commenced a very warm fire on the place. At ten o'clock, the Company's troops were ſeen marching under the bank of the river; on which, the Admiral made the ſignal for the King's troops, under the command

command of Captain (afterwards Sir Eyre) Coote, to land and join them. This he did immediately. They advanced and took poſſeſſion of two out-poſts, which the enemy had abandoned on Captain Coote's firſt landing. Colonel Clive, after a moſt fatiguing march, poſted his men in different bodies round the Fort, to cut off the retreat of the garriſon; and the Admiral ſent two nine-pounders aſhore from his own ſhip, to enable Colonel Clive to make a breach in the walls.

The Nabob had a conſiderable military force in the neighbourhood, under the command of Monich-Chund his Governor of Calcutta. He made a bold puſh to raiſe the ſiege of Bougee-Bougee. Having privately marched with a detachment of about three thouſand horſe and foot, he unexpectedly attacked one of our out-poſts, and made ſome impreſſion on it. But Colonel Clive, being informed of the cauſe, immediately marched with a reinforcement of troops and ſome field-pieces, and attacked the Nabob's forces. His cannon did great execution among the Moors; but what moſt contributed to their defeat, was, their General, Monich-Chund, receiving a muſket-ball which paſſed through his turban: after this, they fled with the greateſt precipitation. Although the ſhips had totally ſilenced the cannon of the Fort, the enemy made no offer to ſurrender; on the contrary, they kept firing ſmall arms and fire arrows. A Council of war, conſiſting of ſea and land-officers, was held on board of the Kent; in which it was reſolved, to attempt carrying the place by ſtorm early next morning; and, to ſtrengthen the army, the Admiral ſent aſhore a detachment of ſeamen, under the command of Captain King, to aſſiſt them in this ſervice. Colonel Clive gave orders for the troops to reſt on their arms all night, in order to be ready to attempt the breach in the Fort at day-break; but they were unexpectedly ſaved the trouble of this arduous piece of work, by a very extraordinary adventure, which is related by a very reſpectable author, the late Mr Ives, who was on the ſpot. We cannot pay that worthy man a greater token of reſpect, than to give the account of this tranſaction in his own words.

"All now was quiet in the camp: and we on board the "ſhips, which lay at their anchors but at a ſmall diſtance "from the ſhore, had entertained thoughts of making uſe of "this

" this interval to refreſh ourſelves alſo with an hour or two
" of ſleep: but ſuddenly, a loud and univerſal acclamation
" was heard from the ſhore, and ſoon afterwards an account
" was brought to the Admiral, that the Fort had been taken
" by ſtorm. This was a joyful piece of news, and the more
" ſo, as it was quite unexpected; but when the particular
" circumſtances that uſhered in this ſucceſs were related, our
" exultation was greatly abated; becauſe that the rules ſo in-
" diſpenſably neceſſary in all military exploits, had been en-
" tirely diſregarded in the preſent inſtance; and therefore, we
" could not help looking upon the perſon, who had the prin-
" cipal hand in this victory, rather as an object of chaſtiſe-
" ment, than of applauſe. The caſe was this—During the
" tranquil ſtate of the camp, one Strachan, a common ſailor
" belonging to the Kent, having been juſt ſerved with grog
" (arrack mixed with water), had his ſpirits too much elated
" to think of taking reſt: he therefore ſtrayed by himſelf to-
" wards the Fort, and imperceptibly got under the walls.
" Being advanced thus far without interruption, he took it
" into his head to ſcale it at a breach that had been made by the
" cannon of the ſhips; and having luckily gotten upon the
" baſtion, he there diſcovered ſeveral Moors ſitting on the
" platform, at whom he flouriſhed his cutlaſs, and fired his
" piſtol; and then, after giving three loud huzzas, cried out,
" *The place is mine!* The Mooriſh ſoldiers immediately at-
" tacked him, and he defended himſelf with incomparable re-
" ſolution; but, in the rencounter, had the misfortune to
" have the blade of his cutlaſs cut in two about a foot from
" the hilt. This miſchance, however, did not happen, till he
" was near being ſupported by two or three other ſailors, who
" had accidentally ſtraggled to the ſame part of the Fort on
" which the other had mounted. They hearing Strachan's
" huzzas, immediately ſcaled the breach likewiſe, and echoing
" the triumphant ſound, roufed the whole army; who taking
" alarm, preſently fell on, pell mell, without orders, and with-
" out diſcipline, following the example of the ſailors. This
" attack, though made in ſuch confuſion, was attended with
" no other bad conſequence, but the death of Captain Dougald
" Campbell, who was unfortunately killed by a muſket-ball
" from

" from one of our own pieces in the general confuſion. It " never was exactly known what number of Moors were in " the Fort when our people firſt entered; probably very few, " the major part of the garriſon having made their eſcape ſoon " after their batteries were ſilenced." In the fort were found eighteen pieces of cannon, from twenty-four pounders downwards, and forty barrels of gun-powder. The place was ſituated for defence, having a wet ditch all round; and, conſidering the ſort of troops with which it was defended, it made a defence much beyond expectation. " Strachan, the hero " of this adventurous tranſaction, was ſoon brought before " the Admiral, who, notwithſtanding the ſucceſs that had at- " tended it, thought it neceſſary to ſhew himſelf diſpleaſed " with a meaſure in which the want of all military diſcipline " ſo notoriouſly appeared. He therefore angrily accoſted this " brave fellow with, " Strachan, What is this you have been " doing?" The untutored hero, after having made his bow, " ſcratched his head, and, with one hand twirling his hat on the " other, replied, " Why, to be ſure, Sir, it was I who took " the Fort; but I hope there was no harm in it." The Ad- " miral with difficulty ſuppreſſed a ſmile, excited by the ſim- " plicity of the anſwer; while the whole company were ex- " ceedingly diverted at the awkward appearance of the brave " ſailor, and the language and manner which he uſed in re- " counting the ſeveral particulars of this mad exploit. Ad- " miral Watſon then expatiated on the fatal conſequences that " might have attended his irregular conduct; and, with a ſe- " vere rebuke, diſmiſſed him; but not without dropping ſome " hints, that at a proper opportunity he ſhould certainly be " puniſhed for his temerity. Strachan, amazed to find him- " ſelf blamed for an action that he thought deſerved praiſe, " and for which he expected to have received applauſe; in " paſſing from the Admiral's cabin, muttered, " *If I am flog-* " *ged for this here action, I will never take another Fort by my-* " *ſelf as long as I live, by G—.*" The ſingularity of the en- " terprize, its ſucceſs, and the fearleſs ſpirit which the man " diſplayed, pleaded ſtrongly with the Admiral in his behalf; " whilſt the diſcipline of the ſervice required that ſome outward " marks of diſpleaſure ſhould be ſhown. To pay a proper re-

" gard to all theſe conſiderations, the Admiral outwardly ex-
" preſſed marks of his diſpleaſure for ſome time; but after-
" wards, at the interceſſion of ſome officers, which interceſ-
" ſion the Admiral himſelf prompted them to make, he moſt
" readily pardoned him. The daring exploit of this man
" might have procured him the office of boatſwain, before the
" cloſe of the expedition, in one of the King's ſhips, if the
" whole tenor of his conduct, both before and after the ſtorm-
" ing of the Fort, had not been ſo very irregular as to ren-
" der it impoſſible for the Admiral to advance him from his
" humble ſtation to a higher rank, how ſtrongly ſoever his
" inclinations led him to do it *."

The evening of the 30th of December, the King's and the Company's troops were reimbarked on board the ſhips; the Sepoy's being ordered to march by land. On the 1ſt of January 1757, the ſhips entered between Tanna fort, and the battery oppoſite to it; both of which the enemy abandoned at the approach of the ſhips. In them were found about forty pieces of cannon, many of them twenty-four pounders, all mounted on good carriages, with ſome powder and ball. The Admiral ordered the Saliſbury to remain here to bring off the cannon; and then to demoliſh the forts of Bougee-Bougee, and Tanna, to prevent the enemy from repoſſeſſing them again. And, having received information, that the enemy had prepared, a little higher up the river, a ſhip and ſome veſſels as fire-ſhips, and filled them with combuſtibles, to be ready to fall down with the tide on the ſquadron, in the night; he ſent up the boats manned and armed, who boarded and ſet them on fire, without the leaſt oppoſition.

On the 2d, early in the morning, Colonel Clive and the Company's troops were landed, and immediately began their march towards Calcutta. The Kent, Tyger, Bridgewater, and Kingsfiſher, proceeded up the river; and, at forty minutes after nine, the enemy began to fire upon the Tyger, from their batteries below

* Ives's voyage to India, p. 100. This intrepid fellow, Strachan, after having ſerved in every one of the engagements between Admiral Pocock and the French in the Eaſt Indies, and receiving a wound in one of them, became a penſioner to the Cheſt at Chatham; and was ſome years ago a ſailor on board one of the guardſhips at Portſmouth.

low Calcutta, which they ſucceſſively abandoned, as the ſhips approached. At twenty minutes paſt ten, the Tyger and Kent having got abreaſt of the fort, commenced a moſt furious cannonade of near two hours. The enemy were drove from their guns, and ſoon after ran out of the fort; which the Admiral perceiving, he landed Captain King, and Captain Coote, with the King's troops, to take poſſeſſion of it; which was immediately done, and the latter appointed Governor. In the fort were found four mortars, ninety one pieces of cannon of different calibers, and a conſiderable quantity of ammunition. The ſhips ſuffered but little: nine ſeamen and three ſoldiers were killed, and twenty-ſix ſeamen and five ſoldiers wounded. The Admiral having appointed Captain Coote to be Commandant of the Fort, it was highly reſented by Lieutenant Colonel Clive, who, as ſenior officer of the land forces, claimed it as his right. Neither party were diſpoſed to yield the point; but, to prevent the ſervice from ſuffering by this diſpute, ſome of the principal officers interpoſed, and got it amicably ſettled. The Admiral going aſhore the next day, the Colonel delivered the keys of the garriſon into his hands, which he immediately delivered to Mr Drake, and his council; who, thereupon, declared war againſt the Nabob, in the name of the Eaſt India Company, as did Admiral Watſon in the name of his Britannic Majeſty.

The great and uninterrupted ſucceſs which had attended all the Admiral's operations ſince he entered the Ganges, threw the enemy into the greateſt conſternation; and, reſolving to take all poſſible advantage of their panic, he planned another enterprize, which, as ſoon as he had properly ſecured Fort William and Calcutta, he ſet about putting into execution. This was the attacking of Houghley, a rich city belonging to the Nabob, ſituated about thirty miles above Calcutta. For this ſervice, he ordered the Bridgewater, Captain Henry Smith; the Kingsfiſher ſloop, Captain Richard Toby; and Thunder bomb-ketch, Captain Thomas Warwick, with all the boats of the ſquadron, to be manned with one hundred and fifty ſailors, two hundred European ſoldiers, and two hundred and fifty Sepoys. Major Kilpatrick had the command of the land forces; and the command of the ſailors who were to ſerve on ſhore, was

given to Captain Richard King. This little armament ſailed from Calcutta the 5th of January. It however had nearly been diſconcerted by an unforeſeen accident: the Bridgewater ran aſhore, but was luckily got off again, without having ſuſtained much damage. This retarded their proceedings for two days: however, on the 9th, they came to an anchor off the place. The land forces, and the ſailors deſtined to act on ſhore with them, were immediately landed; and next day, the ſhips cannonaded the fort until midnight. Major Kilpatrick, then ſent Captain Coote to examine the breach, which he reported it practicable to enter. On this, they determined to ſtorm the place; and, for this purpoſe, they reſolved to make two attacks at the ſame time. Fifty men were ordered to attack the main gate, and to keep up a conſtant firing. The real attack, was againſt the breach; but, as moſt of the garriſon had been drawn to the defence of the main gate, where they heard the greateſt fire kept up, this party found but little reſiſtance, and preſently obtained poſſeſſion of the fort, and, ſoon after, of the city; for the garriſon, perceiving the fort carried, fled out at one of the gates with the greateſt precipitation. The fort was ſtronger than was imagined, and had a garriſon of at leaſt two thouſand men, who fired very ſmartly on our people for ſeveral hours. In it were found twenty guns, from twenty-four pounders downwards. The goods found in the place were but ſmall in compariſon of what was reported to be in it; and the captors would, no doubt, have met with a much more conſiderable booty, if the Dutch had not afforded the enemy intelligence of the deſign, as well as aided them in removing their moſt valuable effects. Soon after the taking of Houghley, the Admiral ſent up Captain Speke of the Kent, to take upon him the command of the ſailors; and he learning that the Nabob had ſeveral very conſiderable granaries at a place called Gongee, about three miles from Houghley, he with the ſailors, and Captain Coote with fifty European ſoldiers and one hundred Sepoys, marched againſt it. On their way, they learned that the Nabob had a conſiderable army encamped very near it; notwithſtanding which, they marched for a mile and a half into the village of Gongee, and, having reached the principal

principal granaries, they ſet fire to them, and began their retreat.

They had ſcarcely completed their work, when word was brought to Captain Coote, that a body of the Nabob's troops, at leaſt four thouſand in number, were marching to attack him. On this, he divided his ſoldiers into three diviſions, and began a ſtreet-firing. At the firſt fire, the commander of the Nabob's troops fell, on which all their horſe galloped off. Their infantry kept up an ill-directed fire from the houſes, which killed and wounded a few men. On hearing the firing, Major Kilpatrick marched with a reinforcement to ſuſtain this party; but the affair was over before he got up. The Nabob was now incenſed beyond meaſure at the Engliſh, who had not only ſtripped him of all the conqueſts he had made, but had invaded his territories with ſucceſs, and greatly diſtreſſed his army, by the deſtruction of his magazines at Houghley and Gongee: he therefore raiſed a great army, and was reſolved, he ſaid, not to leave an Engliſhman in his dominions. He had already begun his march from Muxadabad for Calcutta; and, ſoon after the burning of his magazines, he condeſcended to write to the Admiral. This letter the Admiral anſwered with a becoming ſpirit. The Nabob did not chooſe to make any reply; but continued to augment his forces, and draw his army together, and march towards Calcutta. When he thought he had a force ſufficient to demand what terms he pleaſed, he once more wrote to the Admiral, propoſing a negociation, and that the Admiral ſhould ſend a perſon of ſome conſequence to treat with him. The Nabob did not wait for a reply to this letter, but marched on. His force was ſaid to be eighteen thouſand horſe, fifteen thouſand foot, ten thouſand pioneers, about forty thouſand attendants, fifty elephants, and forty pieces of cannon.

To combat this mighty force, we had only about ſeven hundred European ſoldiers, one hundred artillery men, and thirteen hundred Sepoys, with fourteen field pieces ſix pounders. Yet were they quite undiſmayed with the appearance of this multitude; ſuch confidence had they in their commander, and he in the bravery of his little army. Colonel Clive pitched his camp on a piece of ground about four miles to the northward

northward of Calcutta, between it and the Nabob's army. On the 2d of February, the Nabob's troops were ſeen marching about a mile from our camp, in the way towards Calcutta. Colonel Clive marched a detachment towards the enemy; and a cannonade began, which continued till it was dark, when the Colonel returned with the detachment to his camp. Agreeably to the propoſal of the Nabob, that proper perſons might be ſent to treat of peace with him; on the 3d of February, Meſſrs Walſh and Scrafton were diſpatched with the Admiral and Colonel's demands; but theſe gentlemen, inſtead of being brought by the Nabob to the place he had named, were conducted to Omichund's garden, which lies within the bound-ditch of Calcutta, and where the Nabob had now fixed his head-quarters. His army were encamped on a plain, about four miles to the eaſtward of the town, and between it and our forces under Colonel Clive. Our plenipotentiaries, at their firſt interview, did not fail to expreſs their aſtoniſhment to the Nabob, at not finding him at the place he had appointed for their meeting him, to which they had been directed to repair, and much doubted their having power to treat at any other place. When they came to talk on the buſineſs which had brought them, they perceived, from the manner in which the Nabob treated the ſubject, that he meant only to amuſe, and procraſtinate the matter, in order to gain time: on which, having preſſed for leave to depart, he referred them to one of his principal agents, for what he had farther to ſay: but Meſſrs Walſh and Scrafton, knowing how little the Nabob's word was to be relied upon, and ſuſpecting ſome treachery, as ſoon as it was night, they withdrew, and were ſo fortunate as to get ſafe to Colonel Clive's camp. On relating to him all that had paſſed between them and the Nabob, he came to the reſolution to attack the Nabob in his camp that very night; and immediately diſpatched an officer to the Admiral, to acquaint him of his deſign, and to requeſt him to ſtrengthen his army with a detachment of ſeamen. The Admiral heartily concurring in the deſign, gave the neceſſary orders immediately. The men all turned out volunteers, and conſiſted of one hundred and eighty from the Kent; one hundred and ſeventy-three from the Tyger; one hundred and twenty from the Saliſbury; twenty-nine from the Bridgewater; thirty-

thirty-ſeven from the Kingsfiſher, and thirty from the Indiamen; making in all a body of five hundred and ſixty-nine men, who were put under the command of Captain Warwick of the Thunder bomb. He landed with his corps on the 5th of February, about one in the morning, a little above Kelſal's octagon; and about two he joined Colonel Clive, whoſe troops were under arms, and ready to march. The detachment of ſailors was ordered to attend and guard the train of artillery, which conſiſted of ſix field-pieces, and one cohorn. Colonel Clive immediately began his march in the following order; the King's and Company's grenadiers in the front—the ſailors with the artillery—the battalion and the Sepoys brought up the rear. At three o'clock, Colonel Clive altered his diſpoſition, and marched the battalion immediately in front of the ſailors with the artillery.

In this order, our little army marched unperceived till daybreak, having Mr Amyatt and a black man for guides. About five o'clock they entered the Nabob's camp, and began the attack immediately. It was extremely favourable to the Nabob and his army, that at this time there was one of thoſe remarkably thick fogs, which, at certain ſeaſons of the year, are very frequent in Bengal; and which even ſurpaſs the thickeſt fogs on the banks of Newfoundland, and render any object inviſible at a few yards diſtance. This circumſtance occaſioned our guides to miſtake their way; and, inſtead of conducting our principal attack to the Nabob's tent, they kept too much to the left, and led the troops without the Bunglo ditch, behind which the enemy had entrenched themſelves. This miſtake was the only thing which ſaved the Nabob and his army. Colonel Clive, therefore, drew off the troops, gained a paſs in the entrenchment; and, as day was now broke, the fog diſperſing, and the great inferiority of his numbers would ſoon be diſcovered, he made the beſt of his way for Calcutta, where he arrived, amidſt a briſk cannonading on both ſides, about noon. In this action, Captains Pye and Bridges of the Company's troops were killed; and Lieutenant Lutwidge, of the Saliſbury, mortally wounded: twelve ſailors, ſeventeen ſoldiers, and ten ſepoys killed; and fifteen ſailors, and near fifty ſoldiers and ſepoys wounded. The carriages of two of the field-

field-pieces breaking, they were obliged to be left behind. The Nabob's loſs was very conſiderable. A Brahman, who was in his camp ſoon after the action, ſaid he had thirteen hundred men killed and wounded; and, among the former, two Generals, and twenty-two Captains, beſides the loſs of five hundred horſes and three or four elephants. This action began to ſicken the Nabob of war, and make him now turn a ſerious thought to peace. He dreaded the thoughts of another attack, eſpecially as Colonel Clive, about five o'clock the ſame evening, by an excellent piece of generalſhip, marched from Calcutta back to his former ground. Soon after the ſtorming of the Nabob's camp, the Admiral wrote to him; and, the day following, the Nabob made overtures of peace; and, to ſhew how earneſt he was to get it ſpeedily accompliſhed, began to march his army back to Muxadabad. On the 9th of February, the Nabob wrote to the Admiral, and ſent the articles of peace which he had ratified. (See Note 103.)

The certain intelligence our Commanders had received of a French war, of the ſuccours which the French were ſending out to India, and of the ſtrong garriſon they had at Chandernagore in the neighbourhood of Calcutta, made them haſten to conclude their differences with the Nabob, and prevented them from obtaining ſuch advantageous terms as they might otherwiſe have expected. The Governor and Council preſſed the Admiral to attack the French ſettlement at Chandernagore immediately; and he was deterred alone from complying with their requeſt, by the arrival of ſome French gentlemen from that ſettlement, with propoſals for a neutrality. They were far from being unreaſonable; but at length, were wholly rejected from the following conſiderations—All the French ſettlements in India are ſubordinate to the Governor and Council of Pondicherry: Therefore, the Governor and Council of the French ſettlements in Bengal, were not ſuppoſed to have ſufficient authority to enter into a treaty of neutrality, which the Superior Council of Pondicherry might diſapprove of, and render invalid.

The French finding this plan unſucceſsful, fell on another, in which, for a while, they ſucceeded better. They applied in the moſt powerful manner to the Nabob; and, juſt as the expedition

pedition was nearly ready to take place, he wrote to the Admiral, requiring him to deſiſt from attacking the French: this letter was dated the 19th of February. A new correſpondence was opened between the Admiral and the Nabob; and the former, at laſt, prevailed on the latter ſo much, that he left it with him to do whatever he thought right: this letter was dated the 10th of March. Notwithſtanding certain intelligence had been received of the treacherous diſpoſition of the Nabob, of the various intrigues he had entered into to avoid fulfilling the terms of the treaty, and of the aſſiſtance he ſecretly afforded the French; yet, on the preſent occaſion, theſe were to be overlooked, and his ſeeming compliance with the Admiral's requeſt embraced, before the enemy could have time to work on him to withdraw the order. As the Nabob had been in dread of an attack from the Pytans, he had requeſted the Company's aſſiſtance. Accordingly, Colonel Clive croſſed the Ganges with the army, to be at hand to aſſiſt the Nabob, or to be ready to march againſt Chandernagore, as ſoon as the Nabob would give his conſent.

On the 8th of March, the Admiral having ſent the Bridgewater and the ſloop to eſcort the ſtores, the Colonel began to march toward the French ſettlement; and on the 13th it was inveſted. On the 14th, the enemy made a ſtrong ſortie, but were repulſed with the greateſt bravery by Captain Coote; on which they abandoned all their outworks and batteries, and ſhut themſelves up in the Fort. This Fort was a regular ſquare, about three quarters of a mile in circumference, with four baſtions, each mounting ſixteen guns, beſides ſome on the curtain, and a battery of four pieces of cannon on the top of a church. There was a dry foſſé round three ſides to the land, with a glacis of about forty yards. Before the north gate was a ravelin which mounted five guns; and the port at the river ſide, was defended by a battery of ſix guns, which flanked down the river. As the enemy had, for a conſiderable length of time, been appriſed of the Admiral and Colonel's intentions againſt them, they had fallen on every expedient to fruſtrate their deſign. In the channel, about a mile below Chandernagore, which is rendered very narrow by means of a ſand-bank, they ſunk three ſhips loaded with ballaſt: fortunately for us, they had neglected to cut away their maſts. They

had prepared ſeveral ſhips filled with combuſtibles, ready to drop down on our fleet, whenever they ſhould begin the attack. The men of war, having landed at Calcutta all their ſuperfluous ſtores, began to move up the river. On the 18th of March, the Kent, Tyger and Saliſbury, got within ſight of the French fort, and anchored, the 19th, off the Pruſſian octagon. At night, the Admiral ſent the boats of the ſquadron, manned and armed, up the river, to endeavour to cut the cables of the fire-ſhips, and turn them adrift: this was accordingly effected, without any loſs. On the 20th, the Admiral ſent a ſummons to the French commandant to ſurrender the place. He returned for anſwer, that he would defend it to the utmoſt of his power. The Admiral ſent the boats to ſound the river, which the enemy did all they could to prevent, by throwing of ſhells, and a ſevere cannonading. Theſe did little or no execution; and a ſafe channel being found, the Admiral determined to proceed the next morning, and ſettled his diſpoſition for the attack: the Tyger to be placed againſt the N. E. baſtion; the Kent againſt the curtain between the baſtions oppoſite the water-gate; and the Saliſbury againſt the S. E. baſtion. Colonel Clive had erected a battery to play in concert with the ſhips.

By the 22d, every thing was ready; but the tides not anſwering, the Admiral poſtponed the attack till next morning. In the evening of the 21ſt, Rear-Admiral Pocock, arrived in his boat. He had come a few days before to Ballaſore road, in his ſhip the Cumberland; but as he could not get her up the river, he reſolved to be at the ſeat of action as ſoon as poſſible, and came up the river in his barge. Next day, he hoiſted his flag on board the Tyger. Every precaution being taken for the ſhips to find the right channel, the Admiral got under ſail with the ſquadron, very early on the 23d of March. At ten minutes after ſix, the enemy began firing from a redoubt they had cloſe to the river ſide, which they abandoned as the leading ſhip approached. Colonel Clive opened his battery on the ſouth-eaſt baſtion. By half an hour after ſix, the Tyger was placed in her ſtation; ſoon after, the Kent alſo; and the Admiral made the ſignal to engage. Unfortunately, juſt as the Kent let go her anchor, the tide of ebb began to make with great rapidity down the river, which occaſioned her anchor

chor to drag, and, before ſhe brought up, was got into the ſtation which ſhould have been occupied by the Saliſbury: by this accident, the Saliſbury was thrown out of the action, to the great regret of all on board. The battle now raged with great fury. At laſt, after three hours of a moſt ſevere cannonading, the French deſired to capitulate, and terms were agreed on. (See Note 102.)

As the Kent and Tyger had to ſuſtain the brunt of this attack, they ſuffered very much. The former had nineteen men killed, and forty-nine wounded; and the latter, thirteen men killed, and fifty wounded. Scarce an officer on board the Kent eſcaped unhurt. The firſt Lieutenant, Mr Perreau, was killed; the third Lieutenant, Mr Hey, mortally wounded; and Mr Staunton, fourth Lieutenant, wounded. Captain Speke and his ſon, were both wounded by the ſame cannon ball; the latter ſo badly, that there was a neceſſity to amputate his leg; in conſequence of which operation, he died, to the inexpreſſible grief of his worthy father, and all his aquaintance on board the Tyger. The Maſter was killed; and Admiral Pocock ſlightly wounded. The Kent had three upper and three lower deck guns diſmounted; and both ſhips ſuffered much in their hulls, yards, maſts and rigging. The Kent, during the action, by the exploſion of ſome cartridges, was ſet on fire; but, by the preſence of mind, and activity, of Lieutenant William Brereton, it was happily extinguiſhed. The enemy's loſs was very conſiderable in killed and wounded. They had a garriſon of five hundred Europeans, and ſeven hundred Blacks; one hundred and eighty-three pieces of cannon, from twenty-four pounders downwards; three ſmall mortars, and a conſiderable quantity of ammunition. Beſides the ſhips the enemy ſunk below to ſtop up the channel, they ſunk and run aſhore five large ſhips above the Fort; and four ſloops and a ſnow, fell into the captors hands. The enemy made a very gallant reſiſtance, and held out till our ſhips and batteries had completely ruined the defences of the place. Our forces behaved with their uſual intrepidity.

A few days after the capture of Chandernagore, the Admiral wrote to the Nabob, to inform him of our ſucceſs, and preſſed him to fulfil the treaty he had entered into: but this

crafty prince ſtill put him off with ample promiſes, and great profeſſions of friendſhip, at the ſame time that he had granted a protection to M. Law, and the French who fled from Chandernagore. As they made him believe that a great force was coming from Europe to their aſſiſtance, which would ſoon drive the Britiſh from all their conqueſts in Bengal; he liſtened to all they ſaid, and endeavoured to procraſtinate with the Engliſh, until he ſhould be ſufficiently enabled to act openly againſt them. Several letters paſſed between the Admiral and Nabob; but theſe had not the deſired effect: and Mr Watts, and the gentlemen of the factory at Caſſimbuzar, found it neceſſary, privately to withdraw from that place; of which, the Nabob, in a letter to the Admiral of the 13th of June, complained as a breach of treaty, and ſeemed reſolved to proceed accordingly.

From the time that Surajah Dowlah became a conqueror, his pride and inſolence increaſed ſo greatly, that many of his principal courtiers were very much diſcontented; but as his cruelty kept pace with the reſt of his bad qualities, they were afraid either to ſpeak or act, as the Nabob had made many ſevere examples from his ſuſpicions only. The chief of the malcontents, were Meer Jaffier Ali Cawn, a man of great power, and nearly allied to Surajah Dowlah; Roy Dullub, general of horſe; and Jugget-Seet, banker to the Nabob, and eſteemed the richeſt merchant in all India, or perhaps in the world. Theſe perſons reſolved, if poſſible, to dethrone Surajah Dowlah; and made known their deſigns to Mr Watts, then reſident at the Nabob's Court. He immediately made them known to Colonel Clive, and he to the ſecret Council at Calcutta, who reſolved to encourage and promote the ſcheme all in their power.

As the tyrant was extremely ſuſpicious, and had ſpies on all the principal perſons of his court, the utmoſt circumſpection became neceſſary; and the Council, leaving the management of this important affair entirely to the conduct of Colonel Clive and Mr Watts, they took every precaution to inſure ſucceſs. Mr Watts judged it would be extremely dangerous to be ſeen going often to the houſes of the conſpirators. He therefore drew one Omichund a Gentoo merchant to his intereſt, and communicated the ſecret to him;

and,

and, by his means, carried on his correſpondence with Meer Jaffier, unobſerved. This Omichund, was a man of a very extraordinary character, of the deepeſt cunning, and his inſatiable avarice ſuch, that, for the ſake of pecuniary advantages, he was capable of carrying into execution the blackeſt deſigns. Mr Watts was not ſufficiently aware of what Omichund was capable of doing, till it was out of his power to retrieve it. The plot was juſt ready to take place; nothing remained on the part of Mr Watts, but the ſigning of the treaty with Meer Jaffier, when the ruling paſſion of Omichund had nearly rendered the whole abortive: As he knew Surajah Dowlah was poſſeſſed of great treaſures, he therefore demanded of Mr Watts, as a reward for his ſervices, one quarter of the Nabob's wealth, which was ſuppoſed to be near eighty millions Sterling, and told Mr Watts, if his demands were not complied with, he would inform the Nabob of the whole tranſaction; and, from the knowledge he had of his temper, left him to judge of the conſequences. After much converſation with Mr Watts on this ſubject, his final terms were, thirty lacks of rupees, or three hundred and ſeventy thouſand pounds Sterling, to be ſecured to him by a ſpecial article in the treaty. Mr Watts applied to Meer Jaffier, and informed him of Omichund's ultimate demands. He reſolved not to abide by them, if any means could be deviſed to obviate them, and, it is thought, ſuggeſted the plan which was afterwards carried into execution. Mr Watts wrote an account of the whole to the ſecret Council; and they agreed that two treaties ſhould be executed, the one real, the other fictitious; the firſt to be the one by which Meer Jaffier was to abide; the ſecond to have the article inſiſted on by Omichund in it; both of which was to be ſigned by Meer Jaffier; but the laſt only to be ſigned in Omichund's preſence. Such was the ſtrict probity of Admiral Watſon, that he could not be prevailed upon to ſign the fictitious treaty, by which even ſuch a conſummate villain as Omichund was to be cheated. But matters were now gone too far, to recede; therefore Colonel Clive and the reſt of the Council ſigned the treaty, and Admiral Watſon's name was, without his knowledge, put to it. Meer Jaffier privately ſigned the real treaty, and in Omichund's preſence ſigned the fictitious one; who, being now perfectly

perfectly ſatisfied, nothing remained but to put the finiſhing ſtroke to the conſpiracy. (See Note 104.)

On the 12th of June, Meer Jaffier and his confederates ſent word that all was ready; and on the 13th, Colonel Clive marched with the whole army, which conſiſted of

Regular troops - - -	650
Topaſſes, ſerving with ditto - -	100
Artillery-men - - -	100
Sailors, under Lieutenant Hayter and ſeven midſhipmen, who ſerved with the artillery - - - -	50
Sepoys - - -	2100
Total	3000

Eight field-pieces, ſix pounders.—One howitzer.

The Admiral garriſoned Chandernagore; the ſquadron protected Calcutta; and he ordered the Bridgewater up to Houghley, to keep open the communication there between the army and the ſquadron.

The day Colonel Clive began his march, he wrote to the Nabob, wherein he complained of the flagrant breaches of the treaty; of his turning their Vaqueel diſgracefully from his preſence; refuſing free paſſage to the Engliſh through his country; intercepting their trade, and ſearching the factory at Caſſimbuzar for ammunition and warlike ſtores, on pretence of an attempt on his life, in time of profound peace; threatening them with an inſtant rupture, if they did not ſubmit to the ſearch. But what he greatly inſiſted on, was the protection and money with which he aſſiſted M. Law, and the French in his dominions, and other articles by which he had groſsly infringed the treaty. In ſhort, that he was reſolved to march immediately to Caſſimbuzar, and would willingly ſubmit his obſervation of the treaty to Meer Jaffier, Roy Dullub, Jugget-Seet, and others his great men; and if they ſhould find he had deviated in the leaſt from the treaty, he would give up all further claims: but if, on the contrary, it ſhould be found, that the Nabob had violated the treaty, he would then demand ſatisfaction for all the loſſes the Engliſh had ſuſtained, and all the charges of their army and navy: And concluded—as the rainy

rainy ſeaſon was near, he ſhould not wait for an anſwer being ſent to him, but would come and receive it.

On the 14th of June, Mr Watts and the other gentlemen, with thirty ſoldiers, who had made their eſcape from Caſſimbuzar, joined the army; and on the 18th, Major Coote was ſent to beſiege Cutwah fort and town, ſituated on the ſide of the river which forms the iſland of Caſſimbuzar; and on the 19th, the Nabob's forces abandoned the fort, leaving in it fourteen pieces of cannon, and a large quantity of ammunition and grain.

As it had been agreed on by all in the confederacy, that Meer Jaffier ſhould ſucceed to the Nabobſhip, Colonel Clive, when within two days march of Muxadabad, halted for a few days, until he received advice from Meer Jaffier. On the 21ſt of June, at night, he began his march; and as the rainy ſeaſon was now ſet in, and moſt of the country overflowed, the ſoldiers had to march the greateſt part of the way up to their middles in water. At ſix o'clock next morning, the army having croſſed the river, marched two miles farther, and took poſt. There they halted till the evening, when the march was reſumed; and at four in the morning of the 23d, the army took poſt at Plaſſey-grove, after a very fatiguing march, it having rained the whole night.

The Colonel, ſoon after his arrival, had intelligence brought him, that the vanguard of the Nabob's army, conſiſting of ſix thouſand men, was within three miles of ours; on which he ordered an advanced guard of two hundred Europeans, and three hundred Sepoys, with two pieces of cannon, to poſt themſelves in Plaſſey-houſe; and ſeveral guards of Sepoys, at proper diſtances from each other, round the grove. At day-break, the Nabob's army was perceived marching out of their lines, and, from their motions, ſeemed determined to ſurround our army. Colonel Clive accordingly made a diſpoſition to receive them. The right flank of the army was covered by the grove, and the left by Plaſſey-houſe and river. The Nabob's army kept marching towards ours. It was formed in deep columns, ſupported by a train of artillery conſiſting of upwards of fifty pieces of cannon, of eighteen, twenty-four, and thirty-two pounders. His train was poſted between the intervals

intervals of his troops, and batteries of two or three pieces of cannon. They continued marching in this manner as long as the ground would admit of it; but having failed in their deſign to ſurround our army, they made a halt, and detached a large body of troops, commanded by Meer Modun, one of their principal Generals, headed by fifty French, and four pieces of cannon, and lodged themſelves behind the banks of a tank or pond, only ſix hundred yards diſtant from our army, when they began a briſk cannonade. This was returned from our field-pieces; and both armies continued in this ſituation till twelve o'clock, when a heavy ſhower of rain falling, the enemy's horſe advanced, as if to take the advantage of it; but finding the rain did not in the leaſt ſlack the briſkneſs of our cannonade, their ardour was checked. The rain ceaſing, the cannonading continued till three o'clock, when the enemy retired, without confuſion, to their old camp. A large corps was now ſeen marching on our left; but the uncertainty whether they were friends or foes, made the Colonel order the field-pieces to be fired, to make them keep at a proper diſtance. This corps proved to be that part of the Nabob's army commanded by Meer Jaffier.

Colonel Clive, who had been at the head of his troops during the whole time of the cannonade, retired for a few minutes to Plaſſey-houſe to get dry clothes. He left the command of the troops with Major Kilpatrick, with directions to inform him, if any motion was made by the Nabob's army; and not to ſtir without his orders. But great was his ſurprize, when he had notice, that a large detachment of our troops, with ſome field-pieces, was marching towards the eminence which had been occupied by the enemy's troops under Meer Modun and the French. The Colonel haſtened after this detachment, and overtook it juſt as it arrived at the tank. He found it commanded by Major Kilpatrick, with whom he was very angry for taking upon him to march the troops without his orders. The Colonel was determined not to retreat, and ſent for a reinforcement of troops from the Grove; which Major Coote brought immediately to him. He reſolved to bring on a ſecond action, and to make it deciſive.

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He ordered the King's grenadiers, and a grenadier company of Sepoys, to lodge themſelves behind a bank, very cloſe to the enemy's lines, from whence they kept up a continual fire with their ſmall arms; as did the detachment at the tank, with four pieces of cannon. The enemy came out in large bodies with their heavy artillery, to attack our ſeveral detachments; but met with ſuch a warm reception, that they were every one of them repulſed with conſiderable loſs. After a ſmart cannonading, the enemy's troops were obſerved to be in great confuſion, and their elephants to be very unruly. Colonel Clive took immediate advantage of it, and ſent orders to Major Coote to attack a large body of the enemy's horſe poſted near him; and to another officer to ſtorm the angle of the enemy's camp at the ſame time. Both theſe attacks happily ſucceeded; the enemy made but a faint reſiſtance, and a general route enſued. The purſuit continued till it was dark; when the army halted at Doudpore, a place about ſix miles from the field of battle: and here the reſt of the army from Plaſſey, joined Colonel Clive.

Our loſs in this memorable battle was very inconſiderable; nineteen Europeans killed and wounded, and thirty Sepoys. The Nabob's army was computed to amount to twenty thouſand horſe, and forty thouſand foot. He had about five hundred men killed, among whom was Meer Modun (whoſe death occaſioned the confuſion juſt mentioned), beſides three elephants, and a great many horſes. All his artillery, camp, baggage, elephants, &c. fell into the conquerors hands. During the purſuit, a large body of horſe appearing on our right, they were fired at: but ſoon after, a meſſenger arrived with a letter from Meer Jaffier to Colonel Clive, informing him they were troops under his command, and requeſting an interview with him that night or next morning.

Accordingly, next day he had an interview; and after he had congratulated the Colonel on his victory, he aſſured him, that he was now ready to perform his agreement. The Colonel ſaluted him Nabob of Bengal, Bahar, and Orixa; and adviſed him to repair, without the ſmalleſt loſs of time, to Muxudabad, after Surajah Dowlah; and aſſured him, he would immediately follow him with his whole force, to maintain him in his dignity.

The Nabob Surajah Dowlah, immediately on his defeat, fled to his capital, from which he was only about twenty miles diſtant; and the next evening, in the utmoſt deſpair, on Meer Jaffier's arrival, he diſguiſed himſelf in the habit of a Faquier, and, with one or two attendants, endeavoured to make his eſcape *. Meer Jaffier immediately entered the palace, where every thing was in the utmoſt confuſion; but the timely arrival of Meſſrs Watts and Walſh from Colonel Clive, pacified the inhabitants, as they were aſſured of his protection.

On the 27th of June, Colonel Clive made his public entry into Muxadabad; and, on the 30th, he went to the palace, where, in preſence of all the great men of the Court, he ſolemnly ſeated Meer Jaffier on the Muſnud, or carpet and throne of ſtate, where he was unanimouſly ſaluted Nabob, and received the ſubmiſſion of all preſent.

The treaſures of the late Nabob fell greatly ſhort of expectation. However, Meer Jaffier punctually fulfilled all the articles of the treaty, as ſoon as his finances permitted And, ſo highly ſenſible was he of the important ſervices rendered to him by Admiral Watſon and Colonel Clive, that, over and above the ſums ſtipulated to be paid by treaty, he gave fifty lacks of rupees, or 650,000 l., to be divided between the navy and army.

Colonel Clive ſpent the remaining part of the month in ſettling and adjuſting all matters conſequent to ſuch an important revolution.

All theſe mighty affairs were ſcarcely concluded, and the affairs of the Eaſt India Company, from the moſt deſponding ſtate, reſtored to their former proſperity, or rather in a ſtate of ſplendour which they had never before attained; when the man who had been the chief contributor to this ſucceſs was carried off by the unhealthineſs of the climate, on the 16th of Auguſt 1757. The illuſtrious perſon alluded to, was Vice-Admiral Charles Watſon. He died, moſt ſincerely and deſervedly regreted. We have already had occaſion to ſpeak of him in a public character, and of his behaviour in the public ſervice. His character in private life was not eclipſed by his public conduct.

* He was purſued, overtaken, and made priſoner next day by a body of troops, headed by a ſon of Meer Jaffier, by whoſe order he was that night put to death privately.

duct*. His death at this time would have been ſeverely felt by England in this part of the world, had not the next in command been Rear-Admiral Pocock, who was equal to the importance of the truſt now repoſed in him; and he had ſcarcely taken on himſelf the command, before he had occaſion to exert all his abilities to ſave the India Company's ſettlements on the Coromandel coaſt from total ruin.

Admiral Watſon had ſtationed Commodore James, in the Company's frigate Revenge, of twenty-four guns, off Pondicherry, to watch the motions of the enemy, and to give him the earlieſt intelligence of the French ſquadron, which he had reaſon to expect on the coaſt: on this ſtation, Mr James was joined by his Majeſty's ſhip Triton, commanded by Captain Townley. Early in September, Rear Admiral Pocock received a letter from Commodore James, informing him, that the Revenge and Triton had been chaſed from their ſtation, by a ſtrong ſquadron of French ſhips of war; and added, that Commodore Stevens, with the reinforcements from England, might be hourly expected. Theſe the Admiral impatiently longed for, as the force he had at preſent with him was by no means a match for the enemy. The Kent, being quite worn out, was condemned and broke up. Three ſhips of the line, two frigates, and a ſloop of war, were all the force he could now muſter up; and of theſe, the Cumberland, who had never come higher up the Ganges than Culpee, was preparing to heave down. While here, ſhe took a very rich French ſhip which came into the Ganges. Commodore James in the Revenge, while eſcorting a body of troops from Bombay to Bengal, fell in with the L'Indien, a French Eaſt Indiaman, on the coaſt of Malabar, and took her. She was laden with warlike ſtores and proviſions for the French ſquadron then at the Mauritius; which was a loſs they ſeverely felt, as it greatly retarded their equipment.

Commodore Stevens was detained longer at Bombay than he expected, in the neceſſary repairs of his ſquadron, having been obliged to heave down his own ſhip, the Elizabeth, to ſtop a leak. He ſailed thence the 20th of January 1758 for the Coromandel coaſt.

* The Eaſt India Company have erected a beautiful monument to his memory in Weſtminſter Abbey; and his Majeſty was pleaſed to create his only ſon a Baronet.

We ſhall conclude this year's account of the operations in the Eaſt Indies, by the very ſpirited behaviour of three Captains of ſhips belonging to the Britiſh Eaſt India Company; and ſhall give it in Captain Wilſon of the Suffolk's own words.

"On the 8th of March 1757, in lat. 35.—40. S. and 6. "30. to the eaſtward of the Cape of Good Hope, in company "with the Houghton, Captain Richard Walpole, and the "Godolphin, Captain William Hutchinſon, ſaw two ſail, who "gave us chace, and, coming up with us in the night, kept "on our weather-beams till morning. Being ſuſpicious of a "war, we made ready to engage. At dawn of day, we all "ſpread our colours, and I made the ſignal for a line of bat-"tle ahead; which being preſently formed, we hauled up "our courſes, took in our ſmall ſails, and laid to, to receive "them. As the day broke, we could perceive the ſhips to "be French, the largeſt being a two-decker, with fourteen "ports in her lower tier; and the other a frigate of twenty-"ſix guns. They bore down on us, and, before they came "within gun-ſhot, hoiſted their colours; and the large ſhip "fired a ſhot at us, which I immediately returned; but both "falling ſhort, we deſiſted firing till they came within our "reach: when a general firing began on our ſide, they haul-"ed up to the weſtward, to bring their broadſides to bear, "and began alſo. The attack was ſhort; for as our heads lay "different ways, we were ſoon out of the bearings of each o-"ther's guns. All our ſhips received ſome ſhot; and the "great ſhip's main-top-ſail being brought down, they made "ſail to the weſtward; on which we wore, and, making ſail "after them, ſoon came up, got conſiderably nearer, and "brought our larboard guns to bear. A warm engagement "enſued for about half an hour, when the French ſhip hoiſt-"ing her main-top-ſail, they made ſail from us. We immedi-"ately crowded after them, but they went faſt from us. Being "out of gun-ſhot, they ſpoke with each other, and ſoon tacked. "There being little wind, they fell much to leeward before they "could bring their ſhips to. When they ſet all their ſail, we "hauled up our courſes to receive them. They came much "nearer than before, and a very ſmart fire was maintained on

"both

"both ſides whilſt they were paſſing. When they went out "of the bearing of our guns, we ſet all our ſail, making a "ſhow of ſtanding for their wakes: But as they continued "their courſe to the eaſtward with all their ſail, we ſhaped "ours to the weſtward, and loſt ſight of each other in about "ſix hours. By the ſhot lodged in our hulls, we found "that the great ſhip carried twenty-four and twelve pounders, "and the ſmall one twelve pounders.

"As theſe ſhips were not in a proper ſtation for cruizing, "we concluded they were on their paſſage to Mauritius.

"I ſhould do our officers and ſeamen injuſtice, if I did not "inform you, that they behaved with all the bravery and in-"trepidity peculiar to Engliſh ſeamen."

On board the Godolphin, a midſhipman loſt his leg, and two ſeamen were wounded: they all recovered. On the former, the Eaſt India Company ſettled a handſome annuity for life: And the Company having, ſome time before, come to a reſolution, to give a bounty of two thouſand pounds Sterling to every crew which ſhould defend their ſhip when attacked by the enemy's ſhips of war, they, on this occaſion, chearfully paid the money to the reſpective crews who had ſo well merited it.

WEST-INDIES.—LEEWARD-ISLAND STATION.

The ſquadron on this ſtation was commanded by Commodore Moore. He relieved Rear-Admiral Frankland, who proceeded to England in the Wincheſter (See Note 105.) The moſt important ſervices rendered by this ſquadron, were, the protection it afforded to the trade of the iſlands; the taking and deſtroying a great many of the enemy's privateers; and capturing a great number of their merchant ſhips. Captain Middleton took no leſs than ſeventeen privateers; moſt of them indeed of ſmall force, but very capable of doing miſchief. For this piece of ſervice, the Aſſembly of the iſland of Barbadoes ordered him one hundred piſtoles to purchaſe a ſword, in token of their approbation of his conduct, and of their gratitude for the protection he had afforded their commerce.

WEST-

WEST-INDIES.—JAMAICA STATION.

His Majeſty's ſquadron on this ſtation was commanded by Rear-Admiral Cotes (See Note 106.), who having the beſt intelligence of the enemy's force in thoſe ſeas, ſtationed his ſhips ſo judiciouſly, and purſued ſuch meaſures for the protection of our trade, that, of the rich fleet, conſiſting of one hundred and fifty ſail of merchantmen, which he ſent to England under convoy of the Lynn, and other ſhips of war, not one fell into the hands of the enemy. He ſent the Auguſta, Edinburgh, and Dreadnought, under the command of Captain Forreſt of the former, to cruize off Cape François, where the enemy were aſſembling a fleet for Europe. This fleet was to be eſcorted by a ſquadron of war ſhips, commanded by M. de Kerſaint, who had arrived ſome little time before from the coaſt of Africa, where he had pillaged ſome defenceleſs places, and made ſeveral valuable captures. The Admiral hoped, that Captain Forreſt's force would be nearly equal to that of M. de Kerſaint; but the French Commodore unexpectedly meeting with a reinforcement of ſome ſhips at Cape François, this, with the aſſiſtance of the garriſon and the ſeamen belonging to the merchant ſhips, now added to his ſquadron, made him greatly ſuperior to the force under the command of Captain Forreſt. (See Note 107.) On the 21ſt of October, M. de Kerſaint came out of Cape François; and with his formidable ſquadron, was in hopes of compelling Captain Forreſt to quit his ſtation. At ſeven in the morning, the Dreadnought made a ſignal for ſeeing the enemy; and by noon they could be plainly ſeen from the quarter-deck. On this, Captain Forreſt made the ſignals for Captains Langdon and Suckling to come on board of him to hold a Council of war, which was of very ſhort duration. Being all met on his quarter-deck, Captain Forreſt ſaid, "Well, gentlemen, you ſee they are "come out to engage us." Upon which Captain Suckling anſwered, "I think it would be a pity to diſappoint them." Captain Langdon was of the ſame opinion. "Very well, replied "Captain Forreſt; go on board of your ſhips again:"—when he immediately made the ſignal to bear down and engage the enemy.

my. Captain Suckling led the van, Captain Forreſt was in the centre, and Captain Langdon in the rear. The action commenced about twenty minutes after three o'clock, and continued with great briſkneſs for two hours and a half; when the French Commodore made the ſignal for one of his frigates to come and tow him out of the line. The reſt of his ſquadron ſoon after followed his example.

Never did officers and men behave better than ours. Their good conduct was as conſpicuous as their bravery. The enemy, on the contrary, did not avail themſelves of their evident ſuperiority, and blundered very much. At the beginning of the action, the Greenwich ſhooting up too near the Intrepide, they had nearly fallen on board each other. This threw them into confuſion; which Captain Suckling obſerving, took all the advantage he could of it. When the Intrepide fell aſtern diſabled, the Opiniatre ſhot up into her ſtation; in doing of which, the Greenwich, ſtill in confuſion, got on board of the Sceptre. Unable to extricate themſelves from their diſagreeable ſituation, the whole group were furiouſly cannonaded by the Auguſta and Edinburgh; which laſt fairly drove the Sceptre out of the line.

Our ſhips had ſuffered ſo much in their rigging, that they were in no condition to purſue the enemy. The Auguſta had nine men killed, among whom was the Firſt Lieutenant, and twenty-nine men wounded, twelve of them dangerouſly; with maſts, yards, ſails, boats and rigging very much damaged. The Dreadnought had nine men killed, and thirty wounded, twenty very dangerouſly; loſt her mizen-top-maſt in the action, and the mizen-yard ſhot down; alſo the main-top-maſt and top, ſoon after the action was over; every maſt, yard, ſail, rope and boat unſerviceable, except the fore-top-maſt and top-ſail yard; with many ſhot in the hull. The Edinburgh ſuffered leaſt: ſhe had only five men killed, and thirty wounded; but her maſts, ſails and rigging were much damaged, and ſome ſhot in her hull.

No war has produced a braver action, nor a victory gained over ſuch decided ſuperiority. The French, on this occaſion, had put on board the Sceptre her full complement of guns, either from the ſhore, or out of an India ſhip they had at the Cape; had alſo mounted the Outardé ſtoreſhip with as many guns

guns as ſhe had ports; and had not only taken men from the merchant ſhips, but ſoldiers from the garriſon. Their loſs of men was prodigious, between five and ſix hundred killed and wounded. The Intrepide had her mizen-maſt and main-top-maſt much wounded, thrice ſet on fire by their own powder, and the rigging and ſails ſo much damaged that the ſhip would not work. The Sceptre was ſo much damaged by the Edinburgh, as to be obliged to quit the line before the action was over. The Opiniatre was diſmaſted, and otherwiſe greatly diſabled. The Greenwich had her maſts, yards and rigging greatly damaged, and thirty ſhot between wind and water.

Captain Forreſt with his ſhips was obliged to bear up for Jamaica, in order to get his damages repaired. And as ſoon as M. de Kerſaint could get his ſquadron ready, he ſailed for Europe with his convoy. On their approaching the coaſt of France, they met a ſevere ſtorm; in which the Opiniatre, Greenwich, and Outardé, parting from their anchors in Conquet road, drove aſhore, and were wrecked.

The Aſſiſtance, Captain Wellerd, on the 20th of November, chaſed a ſnow privateer of eighteen guns, and a ſchooner privateer, with a prize ſhe had taken, into Tiberoon-bay, at the weſt end of the iſland of Hiſpaniola, where the enemy had a battery of five guns. The veſſels hauled cloſe to the ſhore, in hopes of finding protection from the battery. Falling little wind, Captain Wellerd was obliged to tow in. On the 21ſt, he burnt the two privateers, ſunk the prize, and diſmounted all the guns on the battery, with the loſs only of two men killed, and ſome damage done to his rigging.

The Princeſs Mary captured, off Monti Chriſti, a large Dutch ſhip, laden with ſugar, coffee, and indigo. It appeared that this ſhip was one of the fleet which had ſailed from Cape François a few days before, under convoy of M. de Kerſaint's ſquadron; and that ſhe had brought from Holland to that place, cannon, ſhot, powder, and other warlike ſtores; and was now on her return to Europe with a French cargo.

On the 6th of December, Admiral Cotes ſailed from Jamaica with the Marlborough, Auguſta, and Princeſs Mary. On the 13th, he made the Auguſta's ſignal to chaſe off Cape Tiberoon, where ſhe took a ſmall French ſloop, loaded with ſugar;

ſugar; and the enemy ſet fire to a large ſhip of ſixteen guns, to prevent her falling into our hands; which blew up before the Auguſta's boat could get on board. On the 14th, they took with their boats two French privateers; one of eight guns and twelve ſwivels, the other of four guns and eight ſwivels; moſt of whoſe crews ſwam aſhore. Some of the few that were made priſoners on this occaſion, informing the Admiral, that a rich fleet, under convoy of two armed merchant frigates, were ready to ſail from Port-au-Prince for Europe, the Admiral immediately diſpatched the Marlborough's tender to look into that port; who ſoon returned with an account, that eight laden ſhips were come into the road, and lay with their main-top-ſails looſe. Upon this, the Admiral ordered the Auguſta to cruize off the iſland of Gonave for two days; at the expiration of which time, ſhe was to join the ſquadron off Cape Nicholas.

The courage and conduct which Captain Forreſt diſplayed on the 21ſt of October this year, were not more conſpicuous than his knowledge and alacrity on the preſent occaſion. Conformably to his orders he proceeded up the Bay, between the iſlands of Gonave and Hiſpaniola, with a view to put in practice a plan he had laid, for making prizes of the above ſhips. Next day, in the afternoon, he ſaw two ſloops; but, that he might not riſk a diſcovery, he for the preſent forebore chaſing them; and the better to conceal his deſign, hoiſted Dutch colours, and diſguiſed his ſhip with tarpaulins. At five in the afternoon, he diſcovered ſeven ſail of ſhips ſteering to the weſtward, and hauled from them to avoid ſuſpicion; but as ſoon as it was dark, he followed them with all the ſail he could carry. About ten o'clock at night he perceived two ſail, one of which fired a gun, and the other made the beſt of her way to Leogane, another little port in the bay. Soon after this, Captain Forreſt got ſight of eight ſail to leeward, near another port, called Petit Guave. On his coming up with the ſhip that had fired the gun, after he had hailed the Captain, aſked him who he was, run out ſome of his lower deck guns, and threatened to ſink him if he made the ſmalleſt alarm, ſhe ſubmitted without oppoſition. Having taken out her crew, he put a Lieutenant and thirty-five men on board the prize, and ordered

her to ſtand for Petit Guave, to intercept any of the enemy who might attempt to reach that port. He then made ſail after the body of the fleet; and, by dawn of day, finding himſelf in the midſt of them, he began to fire at them all in their turns, as he could bring his guns to bear. They returned the fire for ſome time; but three of the largeſt ſtriking their colours, were ſecured, and afterwards made uſe of in aſſiſting to take the remainder. One endeavoured to eſcape, but was taken about noon. Thus, by a well-laid plan, the whole fleet (a ſnow only eſcaping) were taken by a ſingle ſhip. The cargoes conſiſted of the moſt valuable produce of Hiſpaniola; and the prizes proved of great value. (See Note 106.)

The other cruizers on this ſtation, with the American privateers, were very ſucceſsful, and took a great number of prizes, ſome of them of great value; beſides taking and deſtroying a number of ſmall privateers. Admiral Cotes paid great attention to the protection of the trade of Jamaica, and ſent ſufficient convoys with the homeward-bound ſhips; ſo that very few of them fell into the enemy's hands.

On the 18th of March, his Majeſty's ſhip the Greenwich, commanded by Captain Roddam, being on a cruize, had the misfortune to fall in with a ſquadron of French ſhips of war, commanded by M. de Beaufremont, conſiſting of five ſail of the line and ſome frigates; and, after making a moſt gallant reſiſtance againſt ſo ſuperior a force, was taken.

NORTH AMERICA.

We formerly remarked, that when the Earl of Loudoun had been ſent out to command the land forces in North America, the preceding year, he had then found matters in that country, in the greateſt confuſion imaginable. And although the greateſt diſſenſion reigned between the different provinces, and the frontiers of each were expoſed to the inroads of a cruel and an active enemy, yet no meaſures had been concerted for a general defence. His Lordſhip, in his endeavours to eſtabliſh order, was but poorly ſeconded; as General Webb had, by the moſt ſhameful inactivity, allowed Oſwego to

fall

fall into the enemy's hands, and, with it, all the veſſels we had on Lake Ontario, ſo that they were now become maſters of the navigation of the Lake. So ſituated, Lord Loudoun ſet himſelf to work, to put things into ſome ſort of order; and to form a plan, which, if approved, would enable him not only to repel the enemy in all their attacks, and drive them from the territory they uſurped, but to carry the war into the heart of their country. He tranſmitted to the Miniſtry, in Autumn 1756, a ſcheme for the reduction of Cape Breton; with an eſtimate of the force requiſite for putting the plan in practice. The Miniſtry approved of the deſign; of which they informed his Lordſhip early in the Winter.

As it was intended to employ moſt of the regular troops on the expedition againſt Louiſburg, his Lordſhip found it neceſſary to aſſemble the Governors of the provinces of Penſylvania, Maryland, Virginia, and North Carolina, at Philadelphia, in order to concert with them the meaſures proper to be taken for the common defence of the frontiers during the time he ſhould be employed to the northward with the army, for endeavouring to heal the animoſities of the colonies, and to induce them to unite and act for the general good. This was an arduous taſk; and, in this negociation, in which his Lordſhip diſplayed very great abilities, a plan of defence was ſettled, the number of troops to be furniſhed by each colony was ſtipulated, and their deſtination, route, and day of march fixed. So aſſiduous was he in this important buſineſs, that he got it finiſhed in ten days; when he returned to New York, where he did not paſs his time in idleneſs, but was indefatigable in getting ready every requiſite for the ſiege of Louiſburg, that nothing might be wanting, or to ſeek, againſt the fleet and army arrived from England. Theſe he expected as ſoon as the ſeaſon would permit.

On the American coaſt, the winter months are commonly ſo extremely boiſterous, that it frequently happens, there is little or no intercourſe with Europe during that ſeaſon. Such was this winter in America; by which means, his Lordſhip was uninformed of the ſtate of affairs at home. The ſcarcity of the crop, or the change of Adminiſtration, were equally unknown to him. His confidential correſpondents

were among the friends of the late Miniſtry. When deprived of their places, they flattered themſelves that it would not be long ere they would be reinſtated. So far, they judged right: but did not foreſee, that their re-eſtabliſhment would continue a very ſhort time; thus deceiving themſelves, as well as their friends on the other ſide of the Atlantic; whereby the Commander in Chief ſtill kept up his intercourſe with the old Miniſtry, and omitted to pay that attention to the new one, which, as the immediate ſervants of the Crown, they had a right to expect. In this, his Lordſhip was more miſled by the information and advice of his friends in England, than by his own inclination. Certain it is, that no man ever intended better, or had the real intereſt of his country more at heart.

The Earl of Loudoun, well knowing of what importance it is, in military tranſactions, to keep the enemy as ignorant as poſſible of the operations intended againſt them; with the view of concealing his preſent deſigns, he, on the 3d of January, thought proper to lay a general embargo on all outward bound ſhips. In doing this, he had two other great objects in view, viz. the more eaſily to collect a ſufficient number of veſſels to tranſport the troops he had aſſembled, from New York to Cape Breton; and the obtaining a body of ſeamen for his Majeſty's ſhips. Self-intereſted people will never allow, that the exigencies of the State are of a ſuperior nature to that of an individual. Of conſequence, this meaſure of his Lordſhip was moſt loudly exclaimed againſt on both ſides of the Atlantic; and ſome circumſtances happened, which gave reaſon, on a ſlight examination of facts, to ſuppoſe his Lordſhip had acted improperly.

The crop had failed laſt year in England, and the people were apprehenſive of a famine. The merchant exclaimed, "No aid can be had from America, on account of the embargo." The planter ſaid, "Notwithſtanding we have had a luxuriant crop, we can give no aid to the mother country, on account of the embargo:" and thus, this unfortunate, but well intended meaſure, tended very much to make his Lordſhip unpopular, both in America and in England. Nor had it the deſired effect of concealing from the enemy,

enemy, the plan intended to be purſued the enſuing campaign; for, ſoon after the Miniſtry had agreed to the plan tranſmitted by the Earl of Loudoun, the Court of Verſailles received information of it, and immediately adopted meaſures to render it abortive, by ſending out, very early in the ſpring, troops, and a ſtrong fleet to Louiſburg, with every requiſite the garriſon might want.

The Commander in Chief exerted himſelf in getting ready proviſions for the troops, and materials for the ſiege of Louiſburg; and had collected at New York, ninety ſail of tranſports. On the 6th of May, Sir Charles Hardy, the Governor of New York, received his commiſſion as Rear-Admiral of the Blue, with orders to hoiſt his flag immediately, and act in conjunction with the Earl of Loudoun. He accordingly hoiſted his flag on board the Nightingale, and took the command of the fleet in America. On the 20th, he cauſed a hot preſs to be made at New York, when near four hundred good ſeamen were obtained. This additional and ſeaſonable ſupply, was of the greateſt ſervice; for, by their aſſiſtance, the army, conſiſting of five thouſand three hundred men, (See Note 108.) were embarked by the 25th, and fell down to Sandy-Hook, where Sir Charles Hardy ſhifted his flag to the Sutherland.

Juſt as the fleet was ready to proceed to Halifax, a French prize was brought in, being part of a fleet of merchant ſhips from the Weſt Indies, under convoy of five ſail of the line, commanded by M. de Beaufremont, bound for Louiſburg, and from which fleet ſhe had parted but a few days before. This intelligence was immediately after corroborated by an expreſs from Boſton, importing, that five ſhips of the line and a frigate had been ſeen cruizing off Halifax. Theſe accounts were highly perplexing to Lord Loudoun; but he had no alternative; for, until the matter was cleared up, he was neceſſitated to remain where he was, the naval force under Sir Charles Hardy being much too inferior to contend with ſuch a ſquadron. The Rear-Admiral immediately diſpatched two ſloops of war to view the coaſt, and to gain intelligence. They ſoon returned with the agreeable tidings, that they had ſeen no enemy. On which, the ſignal was made to unmoor; and, on the 5th of June, the fleet ſailed from the Hook,

Hook, and arrived in the courſe of a few days at Halifax, where they found three regiments of foot and a company of artillery. Lord Loudoun diſembarked the troops; encamped the whole near the town; and had them daily out at exerciſe, in order to train them, and make them acquainted with the nature of the ſervice they were going upon.

It had been well, had his Lordſhip's activity been properly ſeconded in England; but that was not the caſe. Nothing perhaps can juſtify Lord Loudoun for leaving New York, with ſo conſiderable a body of troops, under ſo ſlender a convoy, but the hopes of finding Admiral Holburne with a fleet and troops from England, already arrived at Halifax before him. Unfortunately this was an event he had long to look for, and which put his patience to the ſevereſt trial. Political convulſions are always extremely detrimental to military operations; and, when put in competition, the latter are regarded as ſecondary motives only. Nothing can demonſtrate this in a clearer manner, than the unfortunate expedition we now are ſpeaking of.

It was the 16th of April before Admiral Holburne ſailed with his fleet from St Helen's, where he had been long detained by contrary winds, for Ireland; the troops deſtined for North America, being to embark at Corke. This being at laſt effected, the Vice-Admiral ſailed from thence the 7th of May, and arrived at Halifax the 9th of July, by much too late in the ſeaſon for going on an enterprize, where ſo much oppoſition was reaſonably to be expected. Why this fleet was not ſent out much ſooner, and of a much ſuperior ſtrength to any fleet the French might have in America, cannot well be accounted for. The public are left to conjecture, that this neglect proceeded from want of proper intelligence, the unſettled ſtate of Adminiſtration, and our violent diſſenſions at home; which brought great diſcredit on our arms, and the nation to the brink of ruin.

The active exertions of the French to thwart our enterprizes, were well worthy of our imitation. Early in the month of January, M. de Beaufremont was diſpatched with a ſquadron from Breſt. But as he would have arrived too early in the ſeaſon for the harbour of Louiſburg being open and free from

from ice, had he purſued a direct courſe for that fort; he therefore proceeded firſt to the Weſt Indies, where he remained until the ſeaſon admitted of his entering the harbour of Louiſburg, which he did on the 5th of June. Had he been a few days later, he had certainly fallen in with and taken Sir Charles Hardy and Lord Loudoun, with the troops, on their voyage from New York to Halifax. M. de Beaufremont found in the harbour M. du Reveſt, with four ſail of the line from Toulon; who had only arrived the day before. In coming through the Straits of Gibraltar, he had a little bruſh with the ſquadron under Admiral Saunders; and owed his eſcape to his ſuperior ſailing, and a dark night. On the 3d of May, M. Bois de la Mothe had the good fortune to eſcape out of Breſt, with nine ſail of the line and four frigates, having troops and all ſorts of ſtores; and arrived at Louiſburg the 29th of June. Theſe ſquadrons when united, conſiſted of eighteen ſail of the line, and five frigates. (See Note 109.)

It has often been matter of wonder, that M. de la Mothe, with a fleet ſo much ſuperior in every reſpect to Admiral Holburne's, did not purſue the Britiſh fleet when it retired from before Louiſburg, and block it up in the harbour of Halifax; but our ſurprize will ceaſe, when it is conſidered, that M. de la Mothe's orders were expreſsly for the protection of Louiſburg. Beſides, it was a moſt poſitive inſtruction given to the French naval commanders, to avoid as much as poſſible the coming to action with the Britiſh fleets, or even ſingle ſhips, unleſs the ſuperiority ſhould be ſo decidedly in their favour, as to give a certainty of victory; and the French Admiral might reaſonably conjecture, that a reinforcement would be ſent from England, as ſoon as the ſuperiority of the French fleet became known to the Britiſh Miniſtry (and which was really the caſe), when the majority might have been in favour of Admiral Holburne; whoſe fleet at this time conſiſted only of fourteen ſail of the line, and three frigates. (See Note 110.)

The Earl of Loudoun had under him, Major-Generals Abercrombie, Hopſon, Lord Charles Hay, and Brigadier-General Laurence. The army was compoſed of ſixteen battalions, (See Note 111.) five hundred men belonging to the regiment of

of artillery, five hundred rangers, and one hundred carpenters; making, in all, about eleven thouſand men. Whilſt Admiral Holburne was buſied in watering and victualling the fleet, and making all his neceſſary arrangements; Lord Loudoun landed the newly arrived troops, in order to refreſh them after ſo long a voyage. They were exerciſed daily, and all poſſible care taken to render them as healthy as poſſible. In the mean time, the Admiral diſpatched Captain Rous in the Winchelſea, with ſome more frigates, to look into the harbour of Louiſburg; and to bring him as certain accounts of the enemy's ſtrength as he could obtain. It had been a piece of unjuſtifiable preſumption to have proceeded without ſuch precaution. But, even the prudence with which the Commander in Chief had acted, was blamed by ſome. It was ſaid "to be "keeping the ſoldiers courage at bay, and expending the na- "tion's wealth in making ſham fights, and planting cabba- "ges*;" words ſpoken by Lord Charles Hay, and for which it was judged proper, by a Council of war held the 31ſt of July, to put him under arreſt. The afternoon of the ſame day, all the tranſports were ordered to the weſtern ſhore in diviſions, and to have their boats ready to embark the forces; while the army was ordered to hold themſelves in readineſs to embark on an hour's warning. Captain Rous returned; and, in conſequence of his report, the army was embarked the 1ſt and 2d of Auguſt; the maſters of tranſports received their ſailing orders; and the general rendezvous was appointed to be in Gabarous-bay, about two leagues weſt of Louiſburg.

From the intelligence hitherto received, the enemy had not collected any force of ſufficient ſtrength to deter the commanders from proſecuting their intended enterpriſe.

The Windſor man of war arrived from England the 4th; and the ſame day a ſchooner arrived, ſent expreſs from Captain Edwards, the Governor of Newfoundland, informing the Admiral, that one of his cruizers had taken a ſchooner bound to

* This expreſſion of Lord Charles Hay's, alludes to the daily exerciſing of the troops, and to Lord Loudoun's having, on his arrival at Halifax, got a garden prepared for the uſe of the ſoldiers; the cabbages, &c. produced in which, were of great benefit to the army in general, and contributed much to the preſervation of their health.

to France from Louiſburg, with diſpatches; which luckily not having been deſtroyed, they learned from them, that the force the enemy had aſſembled at Louiſburg was very great, it conſiſting of eighteen ſail of the line, and five large frigates; and that, including the garriſon, they had ſeven thouſand regular forces.

A Council of war was immediately held, in conſequence of the above intelligence, who reſolved, "That conſidering the "great ſtrength of the enemy, and the advanced ſeaſon of the "year, it was expedient to poſtpone the attack upon Louiſ-"burg; and that the troops ſhould proceed to the different "places where the public ſervice required them." Such of the regiments as were to compoſe the garriſon of Halifax diſembarked there; others, under proper convoy, proceeded up the Bay of Fundy, to Fort Cumberland and Annapolis Royal; and the Earl of Loudoun, with the remainder, ſailed for New York.

To have perſevered in the enterprize againſt Louiſburg, after the receipt of ſuch intelligence, would have been a reſolution fraught with the greateſt temerity, when it was known that the enemy had ſo great a force to oppoſe to them. Under ſuch circumſtances, it was ſcarcely poſſible for the army to have forced a landing; or, if they had, it would have been attended with ſuch a loſs of men, as muſt have diſabled them from proceeding in the attack; while, from the ſuperiority of the French fleet, Admiral Holburne could have afforded the army very little aſſiſtance in the operations of the ſiege; and in caſe he had been repulſed by the French fleet, he could not have co-operated with them in the ſiege at all; ſo that the retreat of the army would have been extremely precarious, if not impracticable: and ſuch a misfortune would have expoſed the whole of our poſſeſſions in America to certain deſtruction.

The Admiral reſolved to reconnoitre Louiſburg himſelf; and, leaving the Windſor, the Arc-en-ciel, the Nightingale, Speedwell, Gibraltar's Prize, and Grenado bomb, for the defence of Halifax, he ſailed with his fleet, as ſoon as the wind would permit (which was the 16th), on a cruize off Louiſburg (See Note 112.), where he arrived the 20th, and got ſo cloſe to the harbour's mouth, that ſome ſhot were fired at his

headmoſt ſhips from the Iſland-battery. He had now an opportunity of ſeeing that the intelligence reſpecting the enemy's naval force was true.

M. de la Mothe now making the ſignal for his ſquadron to unmoor, Admiral Holburne made the ſignal for his fleet to tack, and ſtand off the land. When it was dark, he bore away for Halifax, where he arrived the 11th of September, and found four ſail of the line from England, under the command of Captain Geary (See Note 112.); which fleet, Adminiſtration, now diſcovering how ſuperior the enemy's naval force was in point of ſtrength to that under Admiral Holburne, had ſent out to his aſſiſtance. But this reinforcement arrived when it was too late in the ſeaſon to commence military operations. All that was now in the Admiral's power, was to block the French fleet up in Louiſburg, to prevent them from acting any where elſe; and as he knew they could not winter there, he was in hopes of attacking them to advantage, when the ſeaſon compelled them to forſake their preſent aſylum. He gave immediate orders for his ſhips to wood and water, and to be particularly careful of both. He ſailed from Halifax, and ſtationed his ſquadron, now conſiſting of nineteen ſail of the line, two of fifty guns, and ſome frigates, in ſuch a manner as was moſt likely to intercept the enemy.

On the evening of the 24th of September, being then about twenty leagues to the ſouthward of Louiſburg, it began to blow freſh at eaſt; and in the night, the wind veering round to the ſouth, it blew a perfect hurricane, which continued till eleven o'clock the next day, when it fortunately changed to the north. This was the happy means of ſaving the Britiſh ſquadron from deſtruction, as they were then very near the rocks of the iſland of Cape Breton, when the tempeſt abated of its fury, and took a different direction. The Tilbury unfortunately ſtruck, and was wrecked, about two leagues from Louiſburg: the Captain and moſt of the crew periſhed. Thoſe that were ſaved, were conducted to Louiſburg, and afterwards ſent to England. The Grafton ſtruck on the rocks, but luckily got off again. Scarce a ſhip of the ſquadron but ſuſtained ſome loſs; and all of them were conſiderably ſhattered. The following is allowed to be nearly an exact ſtate of the loſſes ſuſtained.

Newark

Ships.	*Damages.*
Newark	Six guns thrown overboard.
Invincible	Three men, her main and mizen maſts gone.
Grafton	Main-maſt, foretop-maſt, and rudder; but this laſt was ſupplied by a machine of Commodore Holmes's invention, by which the ſhip was ſteered to England.
Captain	Diſmaſted.
Naſſau	Ditto, and arrived in England with nine feet water in her hold.
Prince Frederick	Ditto, and obliged to bear away for St John's, Newfoundland.
Sunderland	Diſmaſted
Bedford	Ditto.
Centurion	Ditto, and ten guns thrown overboard.
Devonſhire	Ditto.
Eagle	Ditto, and fifteen guns, and arrived in England with eight feet water in the hold.
Nottingham	Mizen-maſt, and twelve guns thrown overboard.
Kingſton	Sixteen guns thrown overboard.
Windſor	Ditto.
Tilbury	Wrecked, the crew partly ſaved.
Nightingale	Mizen-maſt, four men loſt, and twenty guns.
Cruizer ſloop	The mizen-maſt, three men loſt, and ten guns thrown overboard.
Ferrit ſloop	Foundered, and all on board periſhed.

The oldeſt ſeaman in the fleet had never ſeen ſuch a dreadful tempeſt; which, for the time it laſted, ſurpaſſed even thoſe encountered by Lord Anſon off Cape Horn, in his voyage to the South Sea.

Admiral Holburne collected his ſhattered ſquadron in the beſt manner he could; ſent the moſt diſabled ſhips to England under the command of Sir Charles Hardy and Commodore Holmes, and went with the remainder to Halifax; where, having refitted them as well as he could, he ſailed for England, leaving the command to Lord Colvill in the Northumberland, who, with ſome other ſhips, were to winter at Halifax. Lord Colvill had orders to repair with his ſquadron off Louiſburg,

as ſoon as the ſeaſon would permit, to prevent any ſupplies from getting in to that place.

As the ſhips of war were chiefly employed on the intended enterprize againſt Louiſburg, they had but few opportunities of making captures. The Windſor, on her voyage from England, took the Heureux, from St Domingo for Bourdeaux, of five hundred tons burden, and very richly laden; beſides two veſſels with ſtores and proviſions for Louiſburg and Quebec. The Winchelſea, off Louiſburg, took a ſloop of ſixteen guns, after a ſtout reſiſtance, bound for Quebec with ſtores. The Nottingham, on her voyage to England, took a privateer of twelve guns. On the 3d of November, the Lightning fireſhip, commanded by Captain Henry Martin, was attacked by a privateer of ſixteen guns, and a great number of men; but notwithſtanding the enemy's ſuperiority, he defended his ſhip with great reſolution and courage; and having the good fortune to diſable the privateer, Captain Martin ordered all his ſails to be ſet, and got off. He had his Lieutenant and ſome men killed, and ſeveral wounded. The American privateers gave the enemy's trade, both on this coaſt and in the Weſt Indies, very great annoyance, and made many valuable prizes.

Never was the failure of an enterprize more unjuſtly laid to the charge of the two chief commanders than was this. The great expence to which the nation had been put, having raiſed their expectations to the higheſt pitch; the chagrin they expreſſed, when they heard that the attack was poſtponed, is not to be conceived. But the moſt judicious, and thoſe well acquainted with all the circumſtances, agreed in opinion, that, ſo far from deſerving blame, the prudent conduct of both had ſaved the colonies from being conquered by France.

Even diſaſters in other parts of America were laid to the charge of the Earl of Loudoun. When he left New York, he had taken care to leave ſuch a force under the command of General Webb at Albany, as was quite ſufficient to protect the frontiers, and to have repelled any attack made by M. de Montcalm, who had ſucceeded Baron Dieſkau in the command of the French army; with which force General Webb might have ſaved Fort William Henry, had he marched with the troops he could have aſſembled.

The

The ſhameful conduct of the French General, in allowing his Indians to maſſacre the Britiſh, in violation of the terms of capitulation of that place, did not paſs without thoſe warm and ſharp remonſtrances from Lord Loudoun which ſo barbarous a behaviour deſerved. The excuſes made by M. de Montcalm, were futile in the higheſt degree. And when the preſent Lord Amherſt completed the plan of operations (that had been laid down by the Earl of Loudoun), by the taking of Montreal, he had in view a ſort of retaliation for their perfidy at Fort William Henry, in the diſgrace he put on the French troops, by obliging their ſix regular regiments to lay down their arms in the preſence of ſome Britiſh officers ſent on purpoſe to ſee them perform this humiliating taſk; and this for their infamous and ungenerous behaviour during the war in America.

The French ſquadron, during the ſtorm of the 24th and 25th of September, were not free from danger, even in the harbour of Louiſburg; as many of their ſhips received conſiderable damage. While in this port, they loſt a great number of men by an epidemical diſtemper which raged with great fury among them. They put to ſea the end of October, and reached Breſt in a very ſhattered and diſtreſſed condition the end of November. The Bien-Acquis and the Hermione were taken by our cruizers on their voyage to Europe.

AFRICA.

The French ſquadron which ſailed from Breſt in the Spring, under M. de Kerſaint, proceeded to the coaſt of Guinea, where they did conſiderable miſchief to the Engliſh traders, took and deſtroyed many ſhips, there being no naval force on the coaſt of ſufficient ſtrength to oppoſe their deſigns; the chief of which was, to attempt the conqueſt of the principal forts held by the Britiſh on that coaſt. To this enterprize they were incited, by the defenceleſs ſtate they were known to be in.

The firſt attempt was againſt the fort at Cape Coaſt; M. de Kerſaint wiſely judging, that, if he ſucceeded here, the other ſubordinate forts would fall of courſe. Mr Bell, the Governor of this fort, took every precaution to maintain ſo important a poſt,

poſt, that the ſhort notice he had of the enemy's approach would admit of. When he firſt received the intelligence, his whole garriſon did not exceed thirty white men, and a few Mulatto ſoldiers; his powder magazine contained only half a barrel of gun-powder; and the fortifications were deemed by the beſt judges to be in ſuch a crazy ſtate, as to be unable to withſtand half an hour's well directed cannonade from a ſhip of war. Yet, not diſcouraged with his diſmal ſituation, he immediately procured a ſupply of gunpowder, and a reinforcement of fifty men from ſome of the trading veſſels then on the coaſt. He mounted ſome ſpare cannon upon an occaſional battery; and aſſembled a large body of well armed negroes, under one of their chiefs, on whoſe fidelity he could depend. Theſe he poſted at a place the moſt likely for the enemy to attempt a deſcent. Mr Bell had ſcarcely done all this, when the French ſquadron made its appearance, and ſoon after began an attack: but they met with ſo warm a reception, that in leſs than two hours they were fain to cut their cables and make off, having damaged the caſtle very little. This repulſe was matter of great diſappointment to the principal officers of the Dutch fort and factory at Elmina, in the neighbourhood of Cape-Coaſt Caſtle, who had publicly avowed their partiality for the French Commodore's ſucceſs, and viewed the action at a diſtance, in hopes of their wiſhes being accompliſhed. M. de Kerſaint, thus diſappointed, ſteered for the Weſt Indies. He was much blamed for miſconduct in this attack, as well as for want of reſolution: but he placed the miſcarriage of the deſign to his having been miſinformed as to the defenceleſs condition of the place; and was beſides apprehenſive leſt his ſquadron had been diſmaſted, in which event they would have been rendered unfit for fulfilling the farther objects of his inſtructions.

Much praiſe is due to Mr Bell for his ſpirited exertions on this occaſion: for had the French ſucceeded in this attack on Cape-Coaſt Caſtle, in all probability not only all the Britiſh ſettlements on the African coaſt had fallen into their hands, but all the natives in our intereſt would have revolted to them, as ſeveral leading men among them ſhewed themſelves very wavering upon M. de Kerſaint's arrival, and the proſpect of ſucceſs which his ſtrength ſeemed to promiſe.

MEDITER-

MEDITERRANEAN STATION.

Vice Admiral Hawke returning to England towards the cloſe of laſt year, the command of his Majeſty's ſhips in the Mediterranean, devolved on Rear-Admiral Saunders; (See Note 112.) who having received intelligence, that four ſail of the line and a frigate had ſailed from Toulon, and ſhaped their courſe towards the mouth of the ſtraits of Gibraltar; he ſailed from the latter place, on the 2d of April, with the Culloden, Berwick, Princeſs Louiſa, Guernſey and Portland, to endeavour to intercept them.

On the 5th, about four o'clock in the afternoon, he got ſight of the enemy: being to leeward, he formed the line. At ſun-ſet the enemy did the ſame, being then about two miles to the windward of the Britiſh ſquadron, and immediately began to fire; but none of their ſhot reached any of our ſhips, who continued to chaſe and gain upon the enemy. The Guernſey, and Princeſs Louiſa, got within ſhot, and began to engage; but before the other ſhips could get up to ſupport them, it was night, and the two ſquadrons loſt ſight of each other. The moon riſing about nine o'clock, ſome of the ſhips made the ſignal for ſeeing the enemy, on which Admiral Saunders made the ſignal for a general chace; but as moſt of his ſhips were foul and heavy ſailers, they could not overtake the enemy, whoſe ſhips, being quite clean, ſailed much better, and got clear off. This ſquadron conſiſted of four ſail of the line and a frigate. It was commanded by M. du Reveſt, Chef d'Eſcadre, and was bound for Louiſburg.

Admiral Saunders ſtationed his ſquadron ſo judiciouſly, that our own trade was extremely well protected, whilſt that of the enemy met with very great annoyance from our cruizers.

The Fortune ſloop, Captain Hotham, took a large French ſhip from Marſeilles, bound to Martinico, after a cloſe engagement of an hour and a half. She carried twenty-ſix guns, had a crew of one hundred and fifty men, and was eſteemed double the force of Captain Hotham's ſhip, who, at the ſame time, took a brig that was in company with the former. In the action, the enemy had ten men killed, and many wounded. Captain Hotham diſplayed ſo much courage and conduct on this occaſion, that he was directly made a poſt Captain.

The

The Experiment, Captain Strachan, being on a cruize on the coaſt of Spain, was attacked by the Telemaque, a privateer belonging to Marſeilles, of twenty-ſix guns, and three hundred and thirty men; who, after a few broadſides, boarded the Experiment. Of the men who made this attempt, not one returned, but were all of them cut to pieces. Soon after, the enemy boarded the Experiment a ſecond time; but were again repulſed with great loſs. The two ſhips had now got very cloſe to each other, where they maintained an obſtinate fight with great guns. The enemy's fire beginning to ſlacken, Captain Strachan ſeizing the opportunity, reſolutely boarded the privateer, and ſoon compelled the enemy to ſurrender. They had upwards of one hundred men killed, and ſeventy wounded in the action. On board the Experiment, only four men were killed, and twenty wounded. Captain Strachan, anxious to get rid of his priſoners, ſtood in for the Spaniſh ſhore, and ſent his boat, with his maſter, four ſailors, and ſome of his priſoners to Alicant, with orders to the maſter to buy ſome neceſſaries, and return to the ſhip immediately. But the Governor of the place ordered the boat to be ſeized, and the crew to be ſent to priſon, on pretence that Captain Strachan had violated the neutrality of the coaſt of Spain; although the contrary was well known: the privateer being at an anchor when ſhe firſt got ſight of the Experiment, weighed or ſlipped her cable, purſued, and fired the firſt ſhot. Captain Strachan, finding his boat did not return, ſtood with his prize for Gibraltar, from whence he wrote to Sir Benjamin Keene, the Britiſh Miniſter at the Court of Madrid, complaining of the behaviour of the Governor of Alicant.

The Ambuſcade took ſix French veſſels from the Levant, one of which ſold for 12,000 l. Being on another cruize, ſhe fell in, off the iſland of Sardinia, with the Vainqueur, a privateer belonging to Marſeilles, of twenty-four guns, twelve and nine pounders, and three hundred and ſixty men; when, after an action which continued near an hour, ſhe ſtruck. The enemy had fifty men killed, and a great many wounded. The Ambuſcade had three men killed. The Vainqueur had a conſort, a xebeque, who likewiſe engaged the Ambuſcade; but when the Vainqueur ſtruck, ſhe made off and eſcaped.

The

The Hampton Court chaſed a French frigate, called La Nymphe, aſhore on the iſland of Majorca, where the crew landing, fired on the Hampton Court; upon which Captain Hervey ordered a broadſide to be fired into the frigate, and ſunk her.

The cruizers of the ſquadron, in general, took many rich prizes, particularly from the Levant.

Towards the end of May, Vice Admiral Oſborne, arrived with conſiderable reinforcements, and took on him the command of the ſquadron. He brought the trade from England with him, which was ſent to its various deſtinations with proper convoys.

From the ſtrength of the Britiſh ſquadron, the Barbary States paid the greateſt reſpect to their Flag; and the Italian States obſerved a ſtricter neutrality than they had hitherto done.

The Britiſh privateers and letters of marque made many valuable prizes in the Mediterranean this year.

We ſhall conclude our narrative of the tranſactions on this ſtation, with the following wonderful adventure of Peter Murray, who, for the bravery and conduct which he exhibited on the occaſion, deſerves particular notice. The St George, Ives, from Smyrna for London, richly laden, was taken on the 4th of June, near Oran, by Le Bien Aimé, privateer of Marſeilles, mounting twenty-four guns. All the crew were taken out, and put into the privateer, except Peter Murray, the mate, the boatſwain, and two ſailors, who, with ſeventeen Frenchmen, were left on board of the St George, and ordered to carry the prize to Marſeilles. On the night of the 11th of June, being then about fifteen miles from the coaſt of Catalonia, Murray obſerving the Commander of the veſſel faſt aſleep in the cabin, found means to enter it, and provide himſelf with a piſtol and three cutlaſſes. Advancing on the quarter deck, he attacked eight French ſailors who were on the watch, and drove them to the forecaſtle; one of whom making ſome reſiſtance, was wounded. The noiſe occaſioned by this ſcuffle, awaked the Commandant, who, getting the length of the cabin door, and perceiving Murray on the quarter-deck with a piſtol which he had in his hand, he took aim at him; which, luckily miſſing fire, Murray directly diſcharged one of his piſtols, and lodged

two balls in his ſhoulder, which obliged him to retire into the cabin. The other four Britiſh ſailors, hearing the report, and coming upon deck, inſtantly flew to the aſſiſtance of Murray, and forced the eight French ſailors down the fore-hatch-way to their comrades, threatening to kill the firſt who ſhould come upon deck without leave. Murray then went to the cabin, brought away all the arms, and laid them near him on the quarter-deck. He now aſſuming the command of the veſſel, ordered four of the French ſailors from below, to help to navigate her: theſe he ſtationed between the forecaſtle and the main-maſt, threatening them with death, if they came nearer the quarter-deck, or refuſed to execute his commands for navigating the ſhip. With theſe precautions, Murray and his companions brought the veſſel to an anchor in the harbour of Barcelona, the morning of the 12th; liberated his priſoners; and made a declaration of the tranſaction before the Britiſh Conſul at that place.

TRANSACTIONS AT OR NEAR HOME.

The avowed intentions of the enemy to invade Great Britain or Ireland, and the great preparations at all their ſea-ports, induced the Miniſtry to have a ſtrong ſquadron cruizing to the weſtward to obſerve their motions; notwithſtanding which, M. de Bois de la Mothe, found a lucky minute, when the ſquadron under Admiral Weſt was by bad weather drove from their ſtation, to ſteal out, and, unmoleſted, reach Louiſburg. Rear-Admiral Broderick relieved Admiral Weſt. He continued cruizing till the month of June, when he was joined by Vice-Admiral Boſcawen, who returned to port in July. Little elſe can be ſaid of theſe cruizing ſquadrons, than to mention the time of their ſailing from, and return to England; they not having had the good fortune to perform any thing worthy of notice. Indeed, the enemy having no fleets in the European ſeas to oppoſe to the Britiſh; they, of courſe, had no opportunity of ſignalizing themſelves. The prizes they made, will be found narrated among the captures at the end of the tranſactions of this year.

At

At the time when the tumult of faction became ſilenced, and an Adminiſtration ſettled, the affairs of Great Britain did not wear a very favourable aſpect. Our only ally, the King of Pruſſia, had by his preſumption received a very great defeat at Colin, from M. Daun; and the army of obſervation under the Duke of Cumberland, was very hard preſſed by an army of French, commanded by M. d'Etrées of much ſuperior numbers. The Miniſtry were therefore anxious to do ſomething which could be of ſervice, both to his Royal Highneſs and his Pruſſian Majeſty.

At this time, a ſcheme was offered to Mr Pitt, for a deſcent on the French coaſt, and attacking the town and port of Rochefort by a coup-de-main. Captain Clarke, an officer of abilities, being on his return from Gibraltar (where his regiment then was) to England in 1754, got leave to come by the way of Spain and France; and while at Rochefort, he was very particular in taking a view of the ſtrength of that place. As a war was apprehended between Great Britain and France, he thought an attack on this port extremely likely to ſucceed, it being very poorly fortified; having only a rampart, with a revetement flanked with redans, no outworks, no covered-way, and, in many places, no ditch, ſo that the bottom of the wall was ſeen at a diſtance.

As this place (See Note 113.) was one of the enemy's principal naval magazines, a ſucceſsful blow againſt it could not fail of being ſenſibly felt by them. Mr Pitt approved much of the plan, which he viewed as very advantageous for Great Britain; an object which, in all his meaſures, he never loſt ſight of. If this expedition ſucceeded, it would be a ſevere ſtroke on the enemy's marine, as all the ſhipping at this time at Rochefort, the dock-yard, the arſenal, and the foundery, would be involved in one general ruin. It would, beſides, be reſtoring the kingdom to that credit and reſpectability its arms once had among the European powers, by retaliating an invaſion in reality on France, who had for ſo many months threatened his Majeſty's dominions with a ſimilar viſit; and, as the enemy had drained their country of troops to augment the armies which they had ſent into Germany, their coaſts were ſuppoſed to be in a very defenceleſs ſituation, there not being more

than ten thouſand men from St Valery to Bayonne*. The ſcheme was laid before the Cabinet, adopted, and ordered to be put in immediate execution. In conſequence of which, a large ſquadron of ſhips of war were ordered to be got ready with the utmoſt diſpatch; and ten regiments of infantry aſſembled and encamped in the Iſle of Wight, with orders to be ready to embark at a moment's warning. Theſe were to be joined by a troop of light horſe, and a company of artillery, encamped near Portſmouth, as ſoon as tranſports could come round from the Thames to receive them. Lieutenant-General Sir John Mordaunt was appointed to command the troops, having under him Major-Generals Conway and Cornwallis. Sir Edward Hawke was appointed to command the fleet deſtined on this ſervice, having under him Vice-Admiral Knowles and Rear-Admiral Broderick. The great preparations made for this enterprize, raiſed the expectations of the people to the higheſt pitch, and rivetted the eyes of all Europe.

The deſtination of this armament was kept a profound ſecret, which occaſioned a general conſternation throughout France; the people being in daily expectation of the blow, but uncertain where the ſtroke would fall. Every one was full of conjecture; and the moſt ſenſible concluded, that its chief intent was to oblige the King of France to withdraw a great part of his army from Germany, to defend the ſea-coaſts of his own dominions; and, by this means, not only aid the King of Pruſſia, but contribute greatly towards the protecting his Majeſty's electoral territories; and that its grand and immediate object, was the deſtruction of the French marine. As this enterprize was ſaid to be planned by Mr Pitt, the nation, repoſing the greateſt confidence in his abilities and public ſpirit, formed

* According to the intelligence which Adminiſtration had, the French army was diſpoſed of in the following manner:

In Germany,	119,000
In America and their Iſlands,	25,000
In the Eaſt Indies,	4,000
On the ſea-coaſt of France, from St Valery to Bayonne, an extent of four hundred miles,	10,000
In garriſons and interior parts of France next the Empire, and from Calais down to Provence,	29,000
Total	187,000

formed the moſt ſanguine hopes from it: and the event ſhewed that their opinion was well founded.

After every thing was properly concerted, and the officers all at their poſts, the wind blowing from the weſtward, prevented the tranſports getting round from the Downs. This was matter of great uneaſineſs to Mr Pitt, who preſſed the commanders to expedite their operations. The troops diſplayed an anxiety at the delay, and longed to be led againſt the enemy. His Majeſty's inſtructions to the Commander in Chief were, "To attempt, as far as ſhould be found practicable, a deſcent "on the coaſt of France, at or near Rochefort, in order to at-"tack, and, by vigorous impreſſion, force that place; and to "burn and deſtroy, to the utmoſt of his power, all ſuch docks, "magazines, arſenals, and ſhipping, as ſhall be found there." His Majeſty enjoined the two commanders to the ſtricteſt harmony, and a good underſtanding together; and the ſame to be maintained between the two ſervices.

On board the Magnanime was one Thieri, a Frenchman, who ſaid that he had been a pilot more than twenty years on the French coaſt; and who confirmed all that Captain Clarke had ſaid of Rochefort. The wind at laſt coming eaſterly, the tranſports reached Spithead. Not a moment was loſt. On the 5th and 6th of September, the troops embarked at Cowes; at which time, the artillery and light horſe embarked from South-Sea beach. Too few tranſports having been provided, in order to remedy this defect, the Admiral ordered the lower tier of guns to be taken out of the Jaſon of fifty guns, and put five companies of the third regiment on board that ſhip.

On the 8th of September, the fleet ſailed, (See Note 113.) leaving the nation, big with hopes, to gueſs at their deſtination. It was the 14th before thoſe in the fleet could form any idea of it; but, on that day, the change of courſe gave ſome reaſon to believe, that Rochefort was the object. The ſealed orders given by the Admiral to each, were directed not to be opened, but in caſe of ſeparation, or when to the weſtward of the iſlands of Scilly. Having got this length, the Admiral ſuddenly altered his courſe, and ſtood in to the Bay of Biſcay. On the 15th, Sir John Mordaunt gave out exceeding

two of whom agreed what land it was. He ſent their opinions to Sir Edward Hawke, who was now advanced ſome miles nearer to him. As Sir Edward did not ſtop to take up the boat, Admiral Knowles made a ſignal that he wanted to ſpeak with him; and, making all the ſail he could, joined the fleet about noon. He then went on board the Admiral, and informed him, that thoſe ſhips which had been ſent in chaſe the preceding evening, having rejoined the fleet, the pilots had refuſed to take charge of leading them in. Upon this, Thieri, the pilot of the Magnanime, was ſent for; who told directly what land it was, and offered to lead in the fleet. This offer was immediately accepted; and the Vice-Admiral proceeded with his diviſion, the reſt of the fleet following. About ſix o'clock in the evening, when the Vice-Admiral and his diviſion were in the Pertuis d' Antioche, the tide of flood being ſpent, the Magnanime made the ſignal to come to an anchor, which Sir Edward Hawke and the whole fleet did about eight o'clock. Early in the morning of the 22d, the Magnanime made the ſignal to weigh, which the Vice-Admiral's diviſion immediately obeyed; and Sir Edward Hawke with the reſt of the fleet followed. About eleven, it falling calm, the fleet was obliged once more to come to an anchor; but at three in the afternoon, a breeze ſpringing up, the whole weighed, and in the evening came into Baſque-road. On the 21ſt, Sir John Mordaunt gave out ſome farther orders relative to the behaviour of the troops, which did him great honour; as they were calculated to inſpire a true military ſpirit in all under his command, and were received with every token of joy and applauſe by the troops.

Thus, by unforeſeen and unavoidable accidents, the enemy having had no leſs than three days notice of the approach of this armament, it cannot be ſuppoſed that they were idle all that time. Sir Edward Hawke, however, determined not to loſe a moment, but proceed immediately to action. Early in the morning of the 23d, the Vice-Admiral and his diviſion moved towards the Iſle of Aix, accompanied by the two bomb-ketches. They proceeded in the following order: the Magnanime, Barfleur, Neptune, Torbay, and Royal William. There were two French ſhips of the line lying off the iſland, who, as ſoon as they ſaw our ſhips in motion, ſlipped their cables, and made

made for the mouth of the river Charante. Captain Howe led on with a calm ſteady bravery, that has rendered his name immortal. About twelve o'clock, the fort began to throw ſhells, and ſoon after to fire cannon. One of the former was ſo well aimed, as to burſt immediately over the Barfleur, but did no damage. At ten minutes paſt one, the Magnanime having got within forty yards of the fort, came to an anchor with a ſpring on her cable, and began a moſt inceſſant and well directed fire. A quarter of an hour afterwards, the Barfleur brought up, at a greater diſtance, and began to fire likewiſe. This cannonading continued for upwards of half an hour, when the fort ſurrendered. In it were found eight mortars of fourteen inches diameter, and thirty pieces of cannon, mounted en barbette; ſixteen of which were eighteen, the remainder fourteen pounders; and on the tower of the fort were two braſs twelve pounders of exquiſite workmanſhip; which Sir John Mordaunt, in token of the great idea he had of Captain Howe's gallant behaviour, preſented to him, to adorn the quarter deck of the Magnanime. The garriſon conſiſted of near ſix hundred men, being part of the regiment of Poitou, and ſome marines and ſailors ſent from Rochefort. The enemy had nine men killed, (eight of whom they had buried), and a great many wounded. Although the bomb-ketches had only thrown four ſhells, and that at near two miles diſtance, yet all of them had either fallen in the fort or in the ditch. A regiment was landed to take poſſeſſion of the fort and batteries; who, by their behaviour while here, did not do much credit to the nation or themſelves.

This firſt omen of ſucceſs, trifling as it was, gave great ſpirit to both the fleet and army; and there remains little doubt, that, had this blow been followed by the landing of the troops in the evening of the 23d, while the enemy were all in conſternation and diſmay, that we might have become maſters of Rochefort, with very little loſs, even with every diſadvantage under which this expedition laboured.

Sir Edward Hawke, on the evening of the 23d, diſpatched Rear-Admiral Broderick, with Captains Douglas, Denis and Buckle, to ſound the coaſt, and to endeavour, if poſſible, to

find a place where the troops could diſembark. They continued on this ſervice all night, and next morning made their report; by which it appeared, that the coaſt was extremely difficult of approach; and that ſhoals run ſo conſiderable a way off, that neither the frigates nor ſloops of war could come near enough to cover the diſembarkation of the troops: even the tranſports could not come nearer the ſhore than two miles diſtance.

While the ſea officers were employed on this duty, the General ſent Colonel Wolfe, attended by ſome other officers, on a ſimilar ſervice. The Colonel landed in a ſmall bay ſurrounded by ſand-hills, near the town of Chatataillon; of which he reported to Sir John Mordaunt, that it was poſſible to land the troops there, but that a ſmall body of determined men might prevent them.

A Council of war was held on the 25th, early in the morning, on board the Neptune. It conſiſted of the four ſenior officers of each ſervice; and they, conſidering the above reports, and the many debarkations it required before the army could be landed, even if wind and tide were in their favour, and no oppoſition from the enemy, agreed, that it was improper to proceed againſt Rochefort. Orders were therefore immediately given to demoliſh the fortifications on the Iſle of Aix; and miners ſet to work, under the direction of Admiral Knowles.

One of the greateſt diſadvantages this armament had to encounter, was the ſmallneſs of the debarkations they were able to make at one time. The moſt that the boats (and theſe chiefly belonged to the tranſports) could contain, were eighteen hundred men; who, when landed, muſt maintain their ground until they could be reinforced by a ſecond debarkation, which would have required ſome hours, even ſuppoſing both wind and tide in their favour. Thus, the landing of all the troops would have taken up nearly a whole day; and before the light artillery, petards, ſcaling-ladders, and other implements requiſite for the ſucceſs of the enterprize could be brought on ſhore, perhaps ſix or eight hours more might have elapſed before the army could have been put in motion. The moment the debarkation was completed, the General ſhould have marched

directly

directly againſt Fort Fouras, which, being of no great ſtrength towards the land, it would have been proper to ſecure at all events, in order to have a fortified place to which the army could have retreated, when they had finiſhed their buſineſs at Rochefort. If the attack againſt Fort Fouras proved ſucceſsful, a corps ought to have been left in it, ſufficient, not only to defend it againſt the enemy, but to have augmented its works on the land ſide, and kept open a communication between the fort and the army. By this plan, perhaps two days would have been ſpent before the troops came before Rochefort. Even then, it would not have been too late to have carried the place by a coup-de-main, as, being unprepared to withſtand a briſk aſſault, it in all probability would have ſurrendered on the firſt ſummons.

But the enemy ſeeing no attempt made to land, began to recover from their panic, and take ſteps for their defence. Regular troops now appeared in conſiderable bodies along the ſhore; breaſtworks were thrown up at every place where a deſcent appeared practicable; and large gallies and launches were ſent from Rochefort, which would have effectually prevented a debarkation from taking place, where the boats were unprotected by the ſhips of war.

A ſecond Council of war being held on the 28th, they, notwithſtanding that the coaſt now appeared lined with troops, came to the extraordinary reſolution, that a deſcent ought to be made on the enemy's coaſt with all poſſible diſpatch. General Cornwallis was the only diſſenting voice; but he afterwards acquieſced with the majority. This reſolution was a matter of great ſurprize to every one; as, ſome days prior to this, it was judged adviſeable not to proceed againſt Rochefort; and it could not be ſuppoſed that the enemy were leſs prepared to receive us now, than they were at that time. However, in conſequence of this ſtrange reſolution, orders were given to the troops to be ready to land at midnight.

The grenadiers, and troops deſigned to land firſt, were in the boats by one in the morning, under the proper officers; when a ſtrong gale began to blow from the ſhore. The officers of the navy appointed to conduct the landing, now repreſented, that the long-boats, which it would be neceſſary to tow

on ſhore, would make their way with great difficulty; and that conſequently the troops would be a long time expoſed to the fire of the enemy; that the tranſports boats, which were to be rowed by ſoldiers, would be ſtill ſlower, and more expoſed; that it would be day before the firſt embarkation could poſſibly get on ſhore; and that it could not be ſupported by a ſecond in leſs than ſix hours. Upon which the Generals, judging it would not be expedient to attempt to land under theſe circumſtances, agreed to defer it for that night; and the troops were ordered on board their ſhips again. On the 29th, the General Officers agreeing in opinion, that as the coaſt was now alarmed, and lined with troops, all attempts againſt Rochefort at preſent were impracticable; on the 30th, the fortifications on the Iſle of Aix were blown up, and the barracks burnt: and the Vice-Admiral and his diviſion joined the fleet in Baſque road.

On the 1ſt of October, the whole ſailed for England, and arrived at Spithead the 6th. It is impoſſible to expreſs the murmurings that reſounded from all quarters, when it was known that this mighty armament, on which the nation had formed ſuch prodigious hopes, was returned, without ſo much as attempting to land on the French coaſt; and that all that had been done, after putting the nation to near a million Sterling of expence, was the reduction of the iſland of Aix. Adminiſtration blamed the Generals; they retorted on the projectors; and the diſcontent increaſed ſo much, that his Majeſty ordered a Board of General Officers, conſiſting of Lieutenant-General the Duke of Marlborough, and Major-Generals Lord George Sackville and the Honourable John Waldegrave, to enquire into the cauſes of the failure of the expedition againſt Rochefort. They met on the 8th of November, and made their report on the 21ſt. In conſequence of their report, Sir John Mordaunt was ordered to be tried by a Court-martial, of which Lord Tyrawley was Preſident. It began at the Horſe-Guards on the 14th of December, and ended the 20th. The charge exhibited againſt Sir John was, "That "he had diſobeyed his Majeſty's orders and inſtructions." Many witneſſes were examined; but after mature deliberation, the Court unanimouſly acquitted him of the charge.

In

In hopes of intercepting the French ſquadron on its return from Louiſburg, where it thwarted our meaſures, and rendered our deſigns againſt that place abortive, a fleet, conſiſting of fifteen ſail of the line and ſeveral frigates (See Note 115.), was ordered to ſea, under Admirals Hawke and Boſcawen, two officers in whom the nation repoſed the greateſt confidence. They ſailed from Spithead the 22d of October, and in a few days had got to their ſtation, and arranged their fleet in ſuch a manner as would in all likelihood have anſwered the expectations of the Admirals, and the intention of ſending them out, had not a violent gale of wind diſperſed the fleet. Before the weather permitted them to regain their former ſtation, M. de Bois de la Mothe and his ſhattered ſquadron had the good fortune to reach the harbour of Breſt unperceived, except by the Vanguard, Captain Swanton, a cruizing ſhip, who fell in with them on the 23d of November. The Vanguard was chaſed by them for ſeveral hours; when their headmoſt ſhip, carrying ſeventy-four guns, came up and engaged her for ſome time. The French Admiral, ſuppoſing that the chaſe made for Sir Edward Hawke's fleet, was apprehenſive leſt the noiſe of the cannonade ſhould bring the Britiſh Admiral upon him; and well knowing, that the fleet under his command was not in a condition for encountering ſuch an adverſary, he recalled his chaſing ſhips, and made for Breſt with all the ſail he could ſet; where he landed ſuch numbers of ſick, that the hoſpitals could not contain them, which obliged many of them to be ſent to churches and convents.

The two Admirals, finding that their prey had eſcaped them, returned to Spithead the 15th of December, leaving ſome ſhips to cruize to the weſtward, and to obſerve the enemy's motions.

CAPTURES, &c. BY CRUIZING SHIPS.

In this line, none made a more conſpicuous figure than Captain John Lockhart, of his Majeſty's ſhip the Tartar, of twenty-eight guns and two hundred men. And that the reader may form a more diſtinct idea of his conſummate bravery,

very, good conduct and ſucceſs, we have placed the captures he made this year in immediate ſucceſſion to each other.

Being on a cruize, in the month of January, he took the Prince de Soubize, from Martinico, laden with ſugar and coffee.

Soon after, he took the Mont Ozier privateer of Rochelle, of twenty guns, nine pounders, and one hundred and eighty men. Captain Lockhart having compelled her to ſtrike, was giving orders to take poſſeſſion of her, when he perceived her bearing down on him. All hands were ordered to quarters: preſently after, the privateer boarded him: but the enemy had reaſon to repent of their attempt, it having coſt them thirty-ſix men killed, and as many wounded. The action was renewed; but the enemy, after loſing fifty-eight men, were forced to ſubmit.

Captain Lockhart being indiſpoſed; the Tartar, in the month of February, proceeded on a cruize, commanded by her firſt Lieutenant Mr Thomas Baillie, who fell in with, and took, after an obſtinate engagement of ſome hours, the Victoire privateer of Havre de Grace, of twenty-ſix guns, and two hundred and thirty men. This veſſel was purchaſed by Government, added to the Royal Navy, and called the Tartar's Prize. The command of her was conferred on Mr Baillie, as a reward for his valour.

Captain Lockhart being on a cruize in the month of March, fell in with the St Maria privateer of Havre de Grace, mounting twenty-four guns, and having on board two hundred and ſeventy-five men; which he took after a long fight.

As ſoon as his damages were repaired, he proceeded on another cruize; when, after an engagement of an hour and a quarter, he took the Duc D'Aiguillon privateer of St Malo, of ſix hundred tons, twenty-ſix guns, and two hundred and ſixty-five men. The enemy had fifty men killed and wounded: the Tartar had only four men killed, and one wounded.

While on a cruize, in the month of May, he took the Penelope privateer of Morlaix, of eighteen guns, and one hundred and ninety men. Before they would ſurrender, they had fourteen men killed.

In

In the month of October, he took the Comteſſe de Gramont privateer of Bayonne, of eighteen guns, and one hundred and fifty-five men. She was bought by Government, converted into a ſloop of war, and called the Gramont.

In the month of November, Captain Lockhart performed an action of ſuch merit, that had not his reputation been already eſtabliſhed, this alone would have been ſufficient to have done ſo. Being on a cruize, in company with ſome other ſhips, he gave chaſe to a large ſail, which he came up with after a purſuit of thirty hours. She proved to be the Melampe privateer of Bayonne, of ſeven hundred tons, thirty-ſix guns, and three hundred and twenty men. Such a viſible ſuperiority did not in the leaſt intimidate him. He began a very cloſe engagement, which laſted with great fury for three hours, when ſhe ſtruck; at which time, the ſhips who had been in company when the chaſe began, were only to be diſcerned from the maſt heads. In this action, the Tartar had only one man killed, and three blown up in the fore-top; her rigging and ſails much damaged, with many ſhot in the hull. The Melampe had twelve men killed, and twenty-ſix wounded. She was one hundred and ſixteen feet long upon her keel; her extreme breadth thirty-three feet; and being a very fine ſhip, and only two months old, ſhe was purchaſed by Government, and added by the ſame name to the Royal Navy.

Such repeated acts of bravery, made the enemy dread meeting with Captain Lockhart, more than with a ſhip of double the Tartar's force. The merchants of the city of London were ſo ſenſible of the many ſervices he had rendered them, that they preſented him with a beautiful piece of plate, of two hundred guineas value. On the cup is curiouſly chaſed and emboſſed, with the ſeven French privateers, his own ſhip, and his arms. The ſalver is twenty-ſix inches in diameter, with the following inſcription: "The gift of the two public Com-" panies, the Underwriters and Merchants of the City of " London, to Captain John Lockhart, Commander of the " Tartar, for his ſignal ſervice in ſupporting the trade, by di-" ſtreſſing the French privateers in the year 1757."

The Merchants of the city of Briſtol, following ſo laudable an example, preſented him with a piece of gold plate, of one hundred

hundred guineas value. And the Corporation of Plymouth, with the freedom of that town in a ſilver box.

The Unicorn, of twenty-eight guns, commanded by Captain Rawlings, took the Invincible, privateer of St Malo, of twenty-four guns, and two hundred and eighty-ſix men, after an action of an hour and a half. Captain Rawlings was mortally wounded in the beginning of the action; but Lieutenant Clements continued it with great ſpirit, and obliged the enemy to ſtrike, who had between thirty and forty men killed. The Unicorn, beſides Captain Rawlings, had the boatſwain, armourer, and a marine killed, and five men wounded. By ſome priſoners found on board the prize it was diſcovered, that a privateer had cruized in conſort with the Invincible. As ſoon, therefore, as Lieutenant Clements ſaw his prize into Kinſale, he went in purſuit, and had the good fortune to take her. She proved to be the Comteſſe de Noailles, privateer of Bourdeaux, of eighteen guns, and a hundred and forty-three men. For ſuch important ſervices, Mr Clements was immediately made a Poſt-Captain.

The Eagle, Captain Palliſer, and the Medway, Captain Proby, took the Duc d' Aquitaine, commanded by M. d' Eſquilen, a French Eaſt India ſhip, armed for war, of fifteen hundred tons, having fifty guns, eighteen pounders, mounted on two decks, and four hundred and ſixty-three men, after an action of an hour, in which the enemy had fifty men killed, and a great many wounded; all her maſts ſhot away, and otherwiſe much damaged. The Eagle had ten men killed, and thirty-two wounded; the Medway ten wounded. The Duc d' Aquitaine, was pierced for ſixty-four guns, although ſhe had only fifty mounted, and was purchaſed by Government, and added to the Royal Navy.

The Lancaſter, Captain Edgecumbe, and the Dunkirk, Captain Howe, took the Comte de Gramont, privateer of Bayonne, of thirty-ſix guns, and three hundred and ſeventy men; Le Nouveau Saxon, a privateer of Bourdeaux, of ſixteen guns, and one hundred and fifty men; a ſchooner with wine and brandy for Quebec; and retook his Majeſty's ſloop of war the Merlin.

The

The Dunkirk, Captain Howe, took, after a long chaſe, the Prince de Soubize, a privateer of fourteen guns, ten ſwivels, and one hundred men. When the Dunkirk came up with her, her Captain had the temerity to fire a broadſide into the Dunkirk, and then ſtruck his colours. Captain Howe cauſed ſtrict inquiry to be made, if any body on board was hurt. It was lucky for the enemy, there was not; for, if a ſingle perſon on board had received the ſmalleſt injury, he was reſolved to have poured a broadſide into them for their inſolence.

The Huſſar, of twenty-eight guns, Captain Elliot, and the Dolphin, of twenty-four guns, Captain Marlow, on the 23d of November, chaſed a large French ſhip, which the Huſſar got alongſide of about eight in the evening; and the Dolphin coming up ſoon after, they both continued engaging the enemy (whom they diſmaſted) till near ten in the evening, when ſhe ſunk with her colours flying. The rigging of the Huſſar was ſo much damaged, ſhe could not get out a boat in time to ſave any of the people: the Dolphin ſent a boat, but could find none. She was thought to be a two-decked ſhip, with one tier of guns mounted *.

The Unicorn, commanded by Captain Matthew Moore, gave chaſe to a French frigate, which he came up with, and engaged for five hours, when, after diſmaſting her, ſhe ſtruck. She proved to be the Hermione, of twenty-eight guns, (but pierced for thirty-two.) Both ſhips ſuffered much in the action, and had many killed and wounded. The prize was one of M. de la Mothe's ſquadron from Louiſburg: ſhe was purchaſed by Government, and added to the Royal Navy, by the name of the Unicorn's Prize.

The Chicheſter, Captain Willet, took, after giving her two broadſides, the Bienacquis, a French frigate, of thirty-eight guns, and three hundred men, commanded by M. Macartney. The Prize had three men killed, and eight wounded. She was purchaſed by Government, and called the Aurora. She was another of M. de la Mothe's ſquadron.

The Otter ſloop, Captain Thomas Harriſon, (ſon to the brave Admiral of that name,) in one cruize, retook the Tyger privateer of Biddeford; took the privateer that took the Tyger;

* Suppoſed to be the Alcyon of 50 guns.

took a war ſloop of twelve guns, and one hundred and thirty men, laden with proviſions, arms, and bale goods, on the French king's account, for the Miſſiſippi; the Jeune Mars, from Nantz for Martinico; and a ſhip for St Domingo, of four hundred tons. Captain Harriſon was ſoon after made a Poſt-Captain.

The Lyme, Captain Vernon, took the Entreprenant privateer, of Havre de Grace, of ſixteen guns, and one hundred and thirty men.

The Southampton, of thirty-ſix guns, commanded by Captain Gilchriſt, being one of the expedition fleet, was ſent by Sir Edward Hawke, to look into the harbour of Breſt. On the 21ſt of September, he perceived a ſail in chaſe of him, on which he tacked, and ſtood after the chaſer, who immediately hauled up her courſes, and brought-to. Soon after, it proved light breezes and calms; ſo that Captain Gilchriſt could not get cloſe to her, till near two in the afternoon; at which time, having got within muſket-ſhot, the enemy began to fire; but the Southampton kept ſtanding on, till ſhe was within twenty yards of the enemy, when a very warm engagement began. The ſhips ſoon after fell on board of each other. The enemy endeavoured to board the Southampton, which was vigorouſly diſputed for a quarter of an hour; when, having loſt their firſt and ſecond Captains, moſt of their officers, and ſixty men killed and wounded, they ſtruck. She proved to be the Emeraude, a French frigate of twenty-eight guns, and two hundred and forty-five men. Captain Gilchriſt, had his ſecond Lieutenant and nineteen men killed; and every officer (except himſelf) and twenty-eight men wounded. The prize was bought by Government, and added to the Royal Navy. As Captain Gilchriſt was conducting his prize to England, he took the St Lewis privateer of Dunkirk, of ten guns, and ſixty-three men.

The Sheerneſs, Captain Thomas Graves, took the Portmahon privateer of St Malo, of fourteen guns, and eighty-four men.

The Dolphin, Captain Marlow, took the Marquis du Barrail privateer of Dunkirk, of twelve guns, and one hundred and fifty men, after an engagement of three quarters of an hour.

four. The enemy had one killed, and two wounded; the Dolphin only one wounded. On board the privateer, were ranſomers for 757 l. She was purchaſed by Government, and called the Dolphin's Prize.

The Flamborough, Captain Jekyl, took the General Lally privateer, of fourteen guns, four ſwivels, and a hundred and thirty men. She was bought by Government, and called the Flamborough's Prize.

The Iſis, Captain Wheeler, in one cruize, took three privateers, viz. the Precieux of St Malo, of twenty-ſix guns, and two hundred and forty men; Le Comte d'Herville, of Bourdeaux, of ſixteen guns, and one hundred and ſixty men; and le Prince de Turenne, of ten guns, and eighty-four men. And on another cruize, he took the Eſcarboucle, a French ſloop of war, of ſixteen guns, and one hundred and ten men.

The Antelope, Captain Saumarez, took the Moras privateer of Bayonne, of twenty-two guns, twelve ſwivels, and two hundred and forty-five men. The Antelope not being able to open her lower ports, the privateer fought her for an hour and a half; by which the Moras, had thirty-two men killed, and twenty wounded, and her mizen-maſt ſhot away.

The Somerſet, Devonſhire, and Rocheſter, took the Victoire, privateer of Bayonne, of twenty-ſix nine pounders, and three hundred and twenty men.

The Badger, ſloop of war, of twelve guns, Captain Boyle, took a privateer belonging to St Malo, of eighteen guns.

The Happy, ſloop of war, of eight three-pounders, eight ſwivels, and eighty men, commanded by Captain Burnet; on his return from the iſland of Jerſey, was attacked by the Infernal privateer of Havre de Grace, of ſix ſix-pounders, eight four-pounders, ſix ſwivels, and ſeventy-three men. Captain Burnet ſeeing the enemy's ſuperiority of ſize and weight of metal, moſt gallantly boarded them; and having luckily about twenty of Bocland's regiment on board, they were of great uſe to him; ſoon cleared the deck of the privateer, and forced her crew to ſtrike. For this piece of bravery, Captain Burnet was ſoon after promoted to the rank of Poſt-Captain.

The Leoſtoffe, Captain Haldane, took the Sauterelle, privateer of Breſt, of fourteen guns, and one hundred and thirty-five men; the Cigal privateer of Breſt, of ſixteen guns, and fifty men; and a ſhip of four hundred tons from St Domingo.

The Harwich, Captain Rowley, and the Leoſtoffe, took the Ruby, privateer of St Malo, of twenty-two guns, and one hundred and twenty men. The former likewiſe took the Borini, of fourteen guns, and ſixty men, from Rochelle for Canada.

The Trident, Leoſtoffe, and Hind, took the Ardencout, privateer of fourteen guns, ſix ſwivels, and eighty-ſix men; the Difficile, privateer of eight guns, and forty-eight men; and the Prince, with naval ſtores for America.

The Grampus ſloop, of fourteen guns, Captain Allen, took the Duc d'Aumont, privateer of Dunkirk, of ſixteen guns, ſix ſwivels, and one hundred men; after an engagement of an hour and a half, in which the enemy had four men killed, and ten wounded. The Grampus had only four men wounded.

The Weaſel ſloop, Captain Gaſcoigne, took a privateer of ſixteen guns.

The Squirrel, Captain Hyde Parker, took L'Amerique, of ſix hundred tons, from St Domingo, with a cargo valued at 30,000 l.

The Eſſex, Captain John Campbell, took the Comte de St Florentine, privateer of St Malo, of eighteen guns, and one hundred and ten men.

The Litchfield, Captain Barton, and the Centaur, Captain Brown, took the Invincible, privateer of ſixteen guns, and one hundred men.

The Dealcaſtle, Captain Edward Hughes, and the Peregrine ſloop, Captain Trelawney, took a ſhip from Martinico, valued at 6000 l.

The Harwich, Captain Rowley, and the Biddeford, Captain Digby, took the Deſire from St Domingo.

The Alcide, Captain Douglas, the Dolphin, Captain Marlow, and the Biddeford, Captain Digby, took the Prince de Soubize, privateer of Bourdeaux, of twenty guns; and two ſhips richly laden from St Domingo.

The

The York, Captain Pigot, took the Mars, privateer of Bayonne, of ſixteen guns, and one hundred and eighty men; the Dromadere, and the Deux Amis, from St. Domingo; Le Nomme de Dieu, from Rochelle, for the Miſſiſippi, with wine, brandy, flour, and ſoap, having on board twenty-two ſailors, and ſixty ſoldiers; the Henry, from St Malo, laden with proviſions for Cape Breton; and the Rubis, of twenty-two guns, bound for Canada, having on board fifty-four ſailors, and two hundred and twenty-ſeven ſoldiers.

The Somerſet, and Rocheſter, commanded by Captains Geary and Duff, took the Renommée, of three hundred and fifty tons, laden with pork, flour, and muſquets; and the Superbe, of ſeven hundred and fifty tons, laden with proviſions, bale goods, and ſeveral caſes of ſmall arms. Both theſe veſſels were bound for North America, and had on board one hundred and forty-nine ſailors and paſſengers; two hundred and forty-two officers and ſoldiers of the regiment of Royal Volontiers Etrangers; two hundred and forty barrels of gun-powder, and five hundred and twenty muſkets and bayonets, &c.

The Seahorſe took a rich ſhip from St Domingo; as did the Winchelſea: and the St Albans took the Prince de Conti from the ſame place.

The America, Coventry, and Brilliant, commanded by Captains Byron, Scroop, and Parker, being on a cruize, on the 9th of December, retook an Engliſh veſſel. On the 14th, they took a French veſſel from Gaſpé-bay. On the 19th, they gave chaſe to a French ſnow, who, in firing her ſtern-chaſe, by ſome accident took fire in the powder room, which blew up all the after part of her. She burnt with great violence for half an hour, and then ſunk. Out of ſeventy men, no more than twenty-four could be ſaved; and many of theſe were miſerably burnt. She was a fine veſſel of two hundred tons burden, and was laden with the fineſt furs from Quebec. On the 24th, in the morning, they gave chaſe to a French privateer; but falling little wind, it was evening before the Coventry got up with her, when ſhe engaged her very cloſely for an hour and a half, before ſhe ſtruck. She proved to be the Dragon of Bayonne, of twenty-four nine-pounders, and two hundred and eighty-four men; quite

quite a new ſhip on her firſt cruize. She had four men killed, and twelve wounded. The Coventry had only ſix men wounded, among whom was the Captain. While the priſoners were removing on the 25th, a ſail was perceived; on which Captain Byron made the Brilliant's ſignal to chaſe, who ſoon came up with her: ſhe then fired into the Brilliant, and wounded one man; Captain Parker returned the fire and ſunk her. She was called the Intrepide, was a privateer belonging to Bayonne, of fourteen guns, and one hundred and thirty men; eight or ten of whom were killed; the reſt were ſaved by the Brilliant's boats.

The Antelope, Captain Alexander Hood, being on a cruiſe on the coaſt of France, fell in with the Aquilon, a French ſhip of war, of fifty guns, and four hundred and fifty men. The enemy, after exchanging a few broadſides, fled. Captain Hood immediately purſued, and drove her aſhore on the rocks in the Audierne-bay, where ſhe was totally loſt. The enemy had thirty men killed in the action, and twenty-five wounded. The Antelope had three men killed, and thirteen wounded. A young gentleman, a midſhipman, of the name of Murray, had the misfortune to have both his legs ſhot away. He was carried down to the ſurgeon; while dreſſing, he heard the crew give three cheers; and, imagining that the enemy had ſtruck, he waved his hand round his head, and expired.

The Southampton, Capain Gilchriſt, on his way from Portſmouth to Plymouth, having money on board for the dock-yard; on the 25th of July about eleven at night, fell in, off the high land of St Albans, with five French privateers, two of which appeared to be of equal force with the Southampton. Captain Gilchriſt engaged one of them for an hour and a half. The enemy attempted to board him ſeveral times, but they were beat off; and the French ſhip received ſo much damage, that ſhe made ſignals for the other veſſel to bear down to her aſſiſtance, which ſhe immediately did; ſo that the Southampton was for ſome time between two fires, one upon the bow, the other on the quarter, and continued thus engaged for upwards of an hour. But Captain Gilchriſt having luckily got his whole broadſide to bear on the firſt ſhip, and breaching his aftermoſt guns forward, and his foremoſt guns off, he

gave

gave her a whole broadſide, which ſilenced her entirely. The other ſhip coming up, began a ſmart engagement for a quarter of an hour, and then dropt aſtern. By this time, the Southampton was left a mere wreck upon the water, and in no condition to follow the enemy: ſhe had received ſome very dangerous ſhots between wind and water; her rigging ſhot to pieces; had ten men killed outright; fourteen mortally, and many ſlightly wounded. In this condition Captain Gilchriſt was glad next day to get into Weymouth.

The Prince Edward, of forty guns, commanded by Captain William Forteſcue, being on a cruize off the iſlands of Scilly, fell in with a French frigate of thirty-ſix guns, which he engaged; but, night coming on, they ſeparated. Next morning, Captain Forteſcue renewed the action, which continued till eleven o'clock in the forenoon, when the enemy ſheered off. The Prince Edward had the misfortune to have her main and mizen maſts ſhot away the firſt broadſide; and could never bring more than five guns to bear on the enemy, while the ſea ran ſo high, that the lower ports could not be opened. She had ten men killed, and forty wounded.

The Seahorſe, Captain Taylor, having under his command the Raven and Bonetta ſloops, commanded by Captains Bover and Clarke, lying off Oſtend, fell in with two French frigates of thirty-ſix or forty guns each. Captain Taylor engaged them from half an hour after twelve, till four in the evening; and obliged them to ſheer off. The Seahorſe's maſts, yards, and rigging, were ſo much ſhattered, that ſhe could not purſue them; and the Bonetta could not lay alongſide of them, having received a ſhot in her bow which drove in a plank. The Seahorſe had eight men killed, and ſeventeen wounded, eight of them mortally. One of the French ſhips was diſabled, and the Seahorſe carried away her foremaſt; Captains Taylor and Bover were wounded.

The Hazard ſloop of war, Captain Hanbury, took a privateer of eight guns, many ſwivels, and forty-five men. Being a fine ſailer, ſhe was purchaſed by Government, made a war-ſloop, and called the Hazard's Prize.

The James and Thomas tender, command by Lieutenant John Peighin, was attacked by a large ſnow privateer; which

Mr

Mr Peighin endeavoured all in his power to board, but the enemy always prevented him. Conſcious of their ſuperiority of guns, they kept engaging him for an hour and a half; notwithſtanding which, he plied the few guns he had, ſo well, as to oblige the enemy to ſheer off: he had four men killed, and ſeven wounded.

The Grampus ſloop, commanded by Captain Thomas Knackſtone, took the Procureur, privateer of Calais, of ten guns, ſix ſwivels, and thirty-ſix men.

CAPTURES BY PRIVATEERS AND LETTERS OF MARQUE.

The Defiance, privateer of London, took the Jupiter, of four hundred tons, ten guns, and ſeventy-five men, from the coaſt of Guinea and St Domingo, valued at 30,000 l.; La Reine des Anges, of eighteen guns, and fifty men; Le St Philip, of ſixteen guns and fifty men, both from St Domingo, valued at two millions of livres; La Mariamne from St Domingo; the Bohemien, privateer of eighteen guns, nine pounders, and two Engliſh veſſels which the Bohemien had taken; and a privateer called the Provoſt de Paris, of twenty-four guns nine pounders, twenty-ſix ſwivels, and three hundred and twenty-five men, after an engagement of ſix hours; the Defiance had ten men killed and twenty-two wounded; the enemy had ſeventy men killed and wounded.

The Charming Nancy, privateer of Jerſey, took, in one cruize, a privateer of ſixteen guns, fourteen ſwivels and fifty men; the Marquis de Salha, a privateer of Bayonne, of ſixteen guns, and one hundred and twenty-three men; a ſloop loaded with wheat and peaſe; a brig from Bourdeaux to Nantz, with wine and flour, ſix guns, twelve pounders, and two large anchors; a ſmall veſſel with wine, hams, pitch, oars, &c.; ranſomed a brig for 150 l.;—retook two Engliſh veſſels; and drove aſhore three ſhips from St Domingo, in one of which, they found ſixty hogſheads of Indigo.

The Tyger privateer, took, in company of the King of Pruſſia privateer of London, the Bienacquis, of three hundred tons, ten

ten guns, thirty ſoldiers, beſides ſeamen, for the Miſſiſippi; having on board one thouſand three hundred and forty-ſix caſks of flour, ſixty barrels of gun-powder, and ſix pieces of cannon, viz. three twenty-four pounders, and three eighteen pounders, ſixty bomb-ſhells, ammunition, ſoldiers clothing, &c.

The St George, privateer of London, took a Dutch ſhip with ſhot for Bourdeaux; the Unicorn, privateer of St Malo, of twelve guns, and one hundred men; and the Marquis d' Aumont privateer of Bourdeaux, of ſixteen guns and one hundred and ſixty men.

The Boſcawen, St George, Black Prince, and Shark privateers of London, and Iſaac privateer of Liverpool, took the Prince de Conti, a French Eaſt India ſhip, from France to Pondicherry, mounting twenty-four guns, twelve pounders, and one hundred and ninety-three men, valued at 150,000 l. The ſhip and her materials ſold for 5025 l.

The Britannia, privateer of Briſtol, of thirty-two guns, nine and ſix pounders, and two hundred and twenty men, commanded by Captain Fowler, was attacked by the Granville, privateer of Granville, of thirty-ſix guns, nine and twelve pounders, and two hundred and ſeventy-eight men. The action laſted four hours, when the enemy ſheered off; and, blowing up ſoon after, all on board periſhed, except four, who were taken up by the Britannia's boats.

The Conſtantine, privateer of Briſtol, took Le St Jean le Baptiſte, a French Eaſt India ſhip, of one thouſand tons, and pierced for fifty, but had only thirty-ſix guns mounted when taken. She was bound to Nantz, from Vigo in Spain, where ſhe had unloaded her cargo.

The Victory privateer of London, took the Oreflame privateer, of twenty guns, and one hundred and twenty-five men.

The Phœnix privateer of Jerſey, took a new French ſloop of war going from Dunkirk to Breſt. She had ports for ſixteen guns, but when taken had only four mounted; and a crew of forty-ſix men only.

The enemy had conſiderable ſucceſs againſt our trade, particularly by taking the greateſt part of our Carolina ſhips, which diſtreſſed our merchants very much in the article of indigo: they likewiſe made ſome valuable prizes on the coaſt of Guinea. The only ſhips of war we loſt by the enemy this year,

were, the Greenwich, already mentioned; and the Merlin ſloop of war, taken by the Machault privateer of thirty-ſix guns; but which Captain Edgecumbe afterwards retook.

The Victory privateer of London, of forty guns, was taken by the St Michael, a French man of war of ſixty guns.

The Dorſet privateer, of twenty-eight guns, fell in with the Melampe privateer; and, after an engagement of three hours, was obliged to ſtrike. The Dorſet was twice boarded, had her main and fore maſts ſhot away, and between ſeventy and eighty men killed and wounded. She had received ſo many ſhot between wind and water, that the enemy, fearing ſhe would ſink, after taking out the men, turned her adrift.

Theſe were the moſt conſiderable captures made by the enemy. They had an inconceivable number of privateers at ſea, who were very alert, and picked up, in the courſe of this year, five hundred and ſeventy-one Britiſh ſhips, great and ſmall; by far the greateſt part of which were of very inconſiderable value. And, although the number of prizes we took from the enemy, amounted to no more than three hundred and ſixty-four, yet, the balance was greatly in our favour; for, among theſe, we could reckon one hundred and fifteen, who were either privateers of force, or armed merchant-ſhips, carrying a great number of guns, and manned with upwards of ten thouſand ſeamen, and whoſe cargoes ſold for an immenſe ſum *. Theſe ſucceſſes contributed to weaken and impoveriſh

* The following is an authentic liſt of the cargoes of French Weſt India prize ſhips, ſold at public ſale in London, Briſtol, Liverpool, &c. from the 19th of September, 1756, to the 1ſt of September, 1757, including thoſe taken before the declaration of war.

28,324 hhds ſugar.
900 tierces ditto.
1097 barrels ditto.
2987 pipes and hhds of coffee.
4660 tierces ditto.
7997 barrels ditto.
6851 bags ditto.
3264 bags and pockets of cotton.
1669 caſks of indigo.
41,188 hides whole and half.

32 only.

impoveriſh the enemy, and to haſten the ruin of their trade; while, on the contrary, it tended to raiſe the ſpirits of our merchants, by compenſating them for the loſs of the Carolina fleet, and the prizes made on the coaſt of Guinea by the enemy. The fleets from the Baltic, the Streights, and from the Weſt Indies, arrived without any loſs.

1758.

As the Miniſtry were now firmly ſettled, and faction at an end, the ſupplies were eaſily and readily granted. A plan of operations was early concerted, and proper officers appointed to execute it. The confidence the people had in Mr Pitt's abilities and intentions, made them bear with pleaſure the heavy taxes which the proſecution of the war had rendered neceſſary. As its operations grew more extenſive, new reſources ſeemed to unfold themſelves. The ſucceſs of our arms, in the courſe of this year, rouſed the ſpirit of the nation, and riveted the Miniſter in the peoples affections. The checks which ſome of the Miniſter's ſchemes met with, did not diſſpirit the people; on the contrary, they ſerved as incitements to

82 caſks of cocoa.
198 bags ditto.
800 bags of ginger.
11 caſks of tortoiſe-ſhell.
336 elephants teeth.
253 caſks of gum ſenega.
75 ton of ſundry woods.
38 hhds of caſſia fiſtula.
173 bags ditto.
35,560 lb. ditto.
122 caſks of arenatto.
14 ſcrivellos.
4 caſks of dragon's blood.
24 ton of lignum vitæ.
545 rolls of tobacco.

And ſundry other different ſorts of goods.

The cargoes of the prizes taken in the Weſt Indies, and brought home in their own ſhips, are not in the above liſt.

Vice-Admiral Cotes, commanded the ſquadron at Jamaica: Admiral Oſborne commanded the fleet in the Mediterranean, till he was relieved by Rear-Admiral Broderick: Vice-Admiral Harriſon commanded at Plymouth: Rear-Admiral Holmes, at Portſmouth: and Admiral Smith, in the Downs.

The Parliament was extremely liberal in its grants. Sixty thouſand ſeamen were voted for the current year; and the ſum total of the ſupplies, during this Seſſion, amounted to 10,480,557 l. (See Note 115.) The bill for eſtabliſhing a National Militia was properly regulated, and that uſeful and conſtitutional body of men ordered to be raiſed for the defence of the kingdom. The Honourable George Grenville (one of the ableſt and beſt Miniſters Britain ever ſaw) renewed his deſign this Seſſion, and once more brought in a bill, for the encouragement of ſeamen in the Royal Navy, by which a regular method was eſtabliſhed for the punctual and frequent payment of their wages; beſides being thereby enabled more eaſily and readily to remit money for the ſupport of their wives and families. This excellent bill eaſily paſſed the Commons; but the Lords were not ſo clear about its uſefulneſs. On the ſecond reading of the bill, they had, by deſire, ſeveral Members of the Houſe of Commons examined as witneſſes, to whom many queſtions were put concerning the inconveniencies that had attended the paying of the ſeamens wages, as well as reſpecting the remedies propoſed by this new act. Their Lordſhips then agreed to it; and it ſoon after received the Royal aſſent. Few acts have been attended with more beneficial conſequences; it being thereby appointed, that for the whole, or ſuch part of their pay as the men do not chooſe to take in caſh, they are to receive a ticket from the Commiſſioner for the ſum due; which ticket is made payable on demand by any Collector of his Majeſty's cuſtoms or exciſe, to whom it may happen to be preſented in any part of Great Britain *.

Our cruizing ſhips were ſo very judiciouſly diſpoſed, that many of the enemy's richeſt merchant ſhips, and ſtrongeſt privateers, fell into our hands: and our commerce was remarkably well protected by convoys.

EAST

* Some few amendments to this act, which we will point out in its proper place, would render it one of the moſt beneficial laws that ever was paſſed for the ſea ſervice.

EAST INDIES.—COROMANDEL COAST.

NOTWITHSTANDING that the French power was effectually crushed in Bengal, yet, on the coast of Coromandel, they had such an evident superiority of strength, particularly of land forces, that it was no longer judged prudent for our army to keep the field. They were therefore ordered into garrisons. Fortunately, the enemy did not avail themselves of the opportunity which their great superiority gave them. Probably they had orders to wait for the arrival of their fleet, on board of which were very considerable reinforcements; which, being conducted by an officer of ability and experience, they perhaps hoped, on being joined by him, to be able to push on their operations with the greater effect.

Admiral Pocock was joined by Commodore Stevens, with the ships and reinforcements from England, in Madras road, on the 24th of March. And having put the squadron in the best condition possible, he sailed, on the 17th of April, in order to get to windward of Fort St David, to intercept the French squadron, which he had reason to expect would be soon on the coast.

The Comte D'Aché sailed from Brest, 4th May 1757, with five ships, having on board Lieutenant-General Comte Lally, and near three thousand land-forces. He anchored at Rio Janeiro, in Brazil, July 23d; and, on account of an epidemical distemper which raged on board, and carried off many of his men, he continued there till the 23d of September. On the 17th of December, he arrived at the Mauritius; where having joined the India squadron under M. Bouvet, he left that place on the 27th of January 1758, and went to the isle of Bourbon, in order to get provisions and other necessaries for his fleet, from whence he sailed the 4th of February; when, the monsoons being set in against him, he took what is called the long course, and did not make the island of Ceylon till the 23d of April, nor Carical till the 26th. On the 28th, he anchored in the road of Fort St David's.

This squadron, consisting of eleven vessels, in a manner surrounded his Majesty's ships Bridgewater and Triton, commanded by Captains Henry Smith and Townley, who, perceiving no possibility of escaping, run their ships ashore, rather

ther than let them fall into the enemy's hands; and, ſetting them on fire, retired with the crews to the fort. (See Note 117.)

M. D'Aché immediately detached a ſhip of the line and a frigate, having Comte de Lally and his officers on board, for Pondicherry, whither he was obliged to go to open his commiſſion.

Next morning, at nine o'clock, Admiral Pocock, returning from his cruize, got ſight of the French ſquadron, which at this time conſiſted of one ſhip of ſeventy-four, one of ſixty, one of fifty-eight, one of fifty-four, two of fifty, two of forty-four, and one of thirty-ſix guns. The Britiſh ſquadron conſiſted of two of ſixty-four, two of ſixty, one of fifty-ſix, and two of fifty guns, and the Queenborough frigate. (See Note 118.)

Admiral Pocock made the ſignal for a general chaſe; on which the French fleet weighed anchor, and ſtood out to ſea E. by N. with the wind at S. E. At half paſt twelve, Admiral Pocock had got within a league of the enemy, who were then waiting for him in a line of battle ahead. He then hauled down the ſignal for chaſe, brought-to on the ſtarboard tack, and made the ſignal for a line of battle ahead, at half a cable's length diſtance *. He then ordered the Captain of the Queenborough to ſend all his marines on board of the Cumberland, and twenty men on board of the Tyger: but theſe two ſhips ſailing very badly, and being at this time far aſtern, it was about a quarter paſt two before they got into their ſtations; at which time, Admiral Pocock bore down on the Zodiaque, M. D'Aché's ſhip, in the centre of the French line.

When the Admiral made the ſignal for a line of battle ahead at half a cable's length diſtance, the Captains of the Newcaſtle and Weymouth miſtook the ſignal, and did not cloſe up to the ſhips ahead of them; and when the Admiral made the ſignal for a cloſer engagement, all the other ſhips obeyed, except the Newcaſtle and Weymouth. The enemy fired as our ſhips approached. The Cumberland worked very ill, and was long in getting into her ſtation in the line; ſo that the Vice-Admiral, and three ſhips ahead of him, had the whole fire of the enemy to ſuſtain. Admiral Pocock did not return a ſingle ſhot till his ſhip hauled up oppoſite to the Zodiaque; when, at fifty-five minutes paſt three, he made the ſignal to engage; the Tyger, who led the van, attacking the

Bien

* One hundred yards.

Bien-Aimé, who led the French van at the ſame time. The three ſternmoſt ſhips in the Britiſh line kept at a great diſtance, and did not properly ſupport the Admiral, who behaved with the greateſt courage, as did Commodore Stevens, and the Captains ahead of the Admiral.

It luckily happened, that the enemy had a daſtardly Captain likewiſe, M. D'Apret of the Duc de Bourgogne, who from the beginning of the action fled behind the French line, acroſs which he fired at our fleet. The Sylphide, being only in the line for ſhow, was driven out of it at the firſt broadſide. The Condé having her rudder diſabled, was alſo forced to quit the line. The action in the van and centre, on both ſides continued with great fury. The Captain of the Cumberland exerted himſelf to get into action; in the doing of which he ran up ſo cloſe to the Yarmouth, that ſhe had not room to wear and get into her ſtation, and at length was obliged to back her topſails to obtain it by falling aſtern, which ſucceeded, but not until ſhe had dropped a little lower than the St Louis, the ſhip that fell to her lot to engage, and at a conſiderable diſtance from the Admiral, whoſe ſecond aſtern was her place in the line. During this manœuvre, the Newcaſtle and Weymouth, in order to preſerve their proper diſtances, backed likewiſe, and both fell lower than the Moras, then the rearmoſt ſhip of the enemy's line. But after the Cumberland had ſet her topſails, and gained her proper ſtation, the Newcaſtle ſtill kept back, notwithſtanding the Admiral had made the ſignal for the three rearmoſt ſhips to cloſe the line; on which the Weymouth hailed her ſo to do; which not being attended to, ſhe hauled her wind, and paſſing to windward of the Newcaſtle, came properly into the line, and attacked the Moras, and in ten minutes forced her to bear away. During this, the Cumberland warmly engaged the St Louis, and took off the greateſt part of the fire which ſhe was pouring on the Yarmouth's quarter. At this time, a great exploſion of powder happened on board the Zodiaque, and likewiſe on board the Bien-Aimé, which occaſioned ſome confuſion in theſe ſhips for a little while. M. D'Aché then made the ſignal for ſuch of his ſhips as had withdrawn from the action, to return to it: but to this they paid no regard. The Tyger having loſt her fore-topſail-

yard, could not preſerve her ſtation, which gave her oppoſite in the French line a conſiderable advantage over her; but the Saliſbury and Elizabeth afforded her all the aſſiſtance in their power.

Notwithſtanding that the ſhip of the line and the frigate which M. D'Aché had detached to Pondicherry with M. Lally, were now within a league of him, and making to his aſſiſtance, yet he found himſelf in danger of being overpowered, by the inceſſant fire from our van and centre, and our rear becoming more cloſe, and giving aid to their centre. Finding it impoſſible to recal his ſhips to action, he made the ſignal, and bore down to them, intending to join the Comte de Provence from Pondicherry, and his other ſhips, which he did about ſix o'clock: at which time, finding his ſhips has ſuffered greatly in the action, he hauled his wind, and made off towards Pondicherry with the larboard tacks on board.

On this, Admiral Pocock hauled down the ſignal to engage, and made the ſignal to chaſe; but ſuch of his ſhips, whoſe Captains had done their duty, were ſo completely diſabled in their rigging, that it was impoſſible to overtake the enemy, who went three feet to our one. Conſidering the ſtate the ſquadron was in, and more eſpecially that night approached, the Admiral judged it proper to haul cloſe upon a wind, and ſtand to the ſouthward, with the view, if poſſible, of keeping to the windward of the enemy, and of being able to engage them next morning, if he ſhould be ſo fortunate as to prevent their weathering him in the night. For this purpoſe, he ordered the Queenborough ahead to obſerve their motions, and continued endeavouring to work up after them till ſix in the morning of the 1ſt of May; when, finding that he loſt ground conſiderably, he came to anchor about three miles to the ſouthward of Sadras.

This action was fought about ſeven leagues weſt by north of Alamparva. Our loſs in men amounted to twenty-nine killed, and eighty-nine wounded. The French, who, had ſuffered leſs in their rigging than the Britiſh, anchored about ten o'clock the night of the action off Alamparva. Here the Bien-Aimé parted from her anchor, and drove among the ſurf, where ſhe was irrecoverably loſt: but her crew, guns, and ſome of her ſtores were ſaved.

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The enemy's loſs of men in the action was great, having one hundred and ſixty-two killed, and three hundred and ſixty wounded. This diſparity of loſs can only be accounted for, by the enemy directing their fire chiefly at our rigging, while we aimed at the hulls of their ſhips. They had a great many land-forces on board, who no doubt ſuſtained a conſiderable diminution of numbers. On board of M. D'Aché's ſhip four officers were killed, and ſeven wounded; forty men were killed, thirty-five died of their wounds, and one hundred and fifty were wounded. The ſhip had ſeventeen ſhot between wind and water. The reſt of the ſhips ſuffered in proportion.

M. D'Aché proceeded to Pondicherry with his ſquadron, where he landed twelve hundred ſick, and diſmiſſed M. D'Apret from the command of the Duc de Bourgogne, which he conferred on M. Bouvet.

The French Admiral, in his diſpatches to his Court, ſpoke of the valour and conduct of Admiral Pocock in the higheſt terms of praiſe. Had the Admiral been as well ſeconded in this action by the Captains who commanded the ſhips which compoſed the rear of his fleet, as he was by Commodore Stevens, and the Captains who commanded the ſhips which compoſed the van, there is every reaſon to think that the French fleet would have been completely defeated in this action, and ſome of their ſhips taken.

The French had now an army of three thouſand five hundred Europeans, and near as many Sepoys. M. de Lally, ſenſible how much they had loſt by their inactivity hitherto, reſolved to purſue a contrary conduct; and, with this view, the very day he arrived at Pondicherry, he cauſed a conſiderable part of his army, headed by the Comte D'Eſtaign, to be put in motion.

On the 29th of April, his van-guard entered the bounds of Fort St David, where they plundered the villages, and diſperſed ſome of our black troops, which cauſed a great deſertion among them. The enemy ſummoned Cuddalore, which was ſurrendered to them on the 3d of May, on condition that the garriſon ſhould have liberty to retreat with their arms to Fort St David.

General Lally now laid ſiege to that place. It was a moſt fortunate circumſtance for the Britiſh Eaſt India Company,

that a man of ſo very untractable a diſpoſition as M. de Lally had been ſent to command the French forces in India; for his imperious and overbearing temper was ſuch, as preſently loſt him the affection and eſteem of his troops, and of the ſervants of the French Eaſt India Company, whom he treated with great contempt. To the cuſtoms of the natives he paid not the ſmalleſt regard, which made them behold him with terror and deteſtation. Diſregarding their particular caſt or profeſſion, he compelled them to work as pioneers to his army, and to do many offices which they had never before ſtooped to perform. In ſhort, he ſcorned to liſten to any information or ſuggeſtion whatever, reſolving that his dictates ſhould be implicitly obeyed.

Admiral Pocock having received one hundred and twenty men from the hoſpital, and eighty Laſcars from the Governor of Madras; and having fiſhed his maſts, and repaired his moſt material damages, tried for ſome days to work up along the ſhore; but without ſucceſs. He then put off the land; and, on the 10th of May, had ſtretched as far to the ſouthward as the latitude of nine degrees thirty minutes north, by which he hoped to be able to fetch to windward of Fort St David. But upon ſtanding in again, he met with ſtrong weſterly winds; while the Cumberland was ſo leaky as to prevent her keeping the wind. Being unable, therefore, to reach higher than Alamparva, he anchored off that place the 26th of May; and on the 30th he got ſight of Pondicherry, where he perceived the French ſquadron at anchor in the road.

As ſoon as the Britiſh ſquadron were deſcried by the enemy, M. d'Aché called a Council of war, compoſed of his Captains, and the Governor and Council of Pondicherry; whoſe opinion was, that it was expedient for the ſquadron to remain moored as cloſe to the ſhore as poſſible, that they might receive the aſſiſtance of the batteries facing the ſea, in caſe they ſhould be attacked.

Scarcely was this reſolved on, when the furious Lally made his appearance. He had poſted thither, upon receiving the news that the Britiſh fleet had been ſeen on the coaſt. His powers being large and ample, he diſregarded the opinion of the Council of war, declaring, that it would be ſhameful not

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to meet the Britiſh fleet in the open ſea; and he accordingly ſent four hundred Laſcars to ſerve on board the ſquadron. On this M. d'Aché weighed anchor, with eight ſail of the line and a frigate; but, inſtead of bearing down to Admiral Pocock, who could not work up to him, he kept the wind, plying for Fort St David. Lally, after thus forcing the fleet to ſea, returned to the ſiege; but he had no ſooner got beyond the bounds of Pondicherry, than the Governor and Council of that place (who it ſeems had full powers in abſence of Lally the Governor-General) ſent orders to M. d'Aché to return there with his fleet, for the protection of the place and their commerce. This order proved of the greateſt ſervice to the Britiſh, as, ſoon after the return of the French fleet to Pondicherry road, three of the Company's ſhips, having on board money, merchandize and ſtores, arrived at Madras, which muſt infallibly have been taken, had not the fears of the Governor and Council of Pondicherry induced them to recal their fleet; and theſe ſhips would have afforded ſuch an ample ſupply of money, as to have ſaved M. Lally his diſgraceful expedition to Tanjore, in queſt of an old and an unjuſt debt.

Admiral Pocock endeavoured all in his power to get up with the French fleet; but was prevented in a great meaſure by the Cumberland's bad ſailing. The ſecond and third day, the current ſetting ſtrongly to the leeward, our ſquadron, not having either land or ſea winds, loſt ground conſiderably.

On the 6th, the Admiral received a letter from the Select Committee at Madras, mentioning the ſucceſs of the French arms at Fort St David's, and the probability that Fort St George would be ſoon inveſted, which would put it out of their power to ſupply the ſquadron with water. On this he immediately ſteered for Madras; and ſoon after brought his diſobedient Captains to a Court-martial; by whoſe ſentence, Captain Legge of the Newcaſtle was caſhiered, Captain Vincent diſmiſſed the command of the Weymouth, and Captain Brereton of the Cumberland to loſe one year's rank as a Poſt-Captain.

Let us now take a view of the operations of the French before Fort St David, to which place M. de Lally was laying ſiege with all his forces. The Britiſh Eaſt India Company had been at great expence in erecting fortifications here; and had

had employed Mr Robins, an experienced engineer for that purpoſe. He unfortunately died before he had completed his plan. In this ſituation it was, when the French ſat down before it; and, on the 16th of May, began to fire upon the place with two guns and five mortars, from Cuddalore. On the 26th, they opened a battery of ſeven guns and five mortars, at the diſtance of eight hundred yards to the weſtward; and, on the 30th, they opened two batteries, one to the north, of nine guns and three mortars, and the other to the north-eaſt, of four guns, all about the ſame diſtance. Major Pollier, who commanded in the place, by no means anſwered the expectations which the world had formed of him. His defence of it was injudicious, conſidering the weakneſs of the garriſon. He ought to have abandoned ſome out-poſts which he endeavoured to defend; and he was ſo relax in diſcipline, that the garriſon having too free acceſs to the ſtore-houſes of arrack, and other ſtrong liquors, were ſeldom in a condition to do their duty properly. He had likewiſe been too prodigal of his powder, which he had expended when his fire could do little execution againſt the enemy; ſo that a want of ammunition and a ſcarcity of water, were the chief reaſons which induced him to deſire to capitulate; for the fort was ſtrong, and capable of holding out a much longer time than it did. The enemy had not even effected a breach, having only ruined ſome of the defences, and diſabled thirty pieces of cannon.

On the 2d of June, Major Pollier requeſted of Alexander Wynch, Eſq; who acted as Deputy-Governor, to call a Council of war; when they unanimouſly agreed to ſurrender the place, and accordingly propoſed terms to M. Lally; who conſented that the garriſon were to march out with the honours of war; but were afterwards to lay down their arms, become priſoners of war, and thereafter to be exchanged. They were allowed their baggage and effects; and care was to be taken of the ſick and wounded. All magazines and military ſtores were to be delivered up; and the mines and ſubterraneous works of the place to be ſhewn to the French engineers. The garriſon conſiſted of two hundred Europeans, eighty-two invalids, thirty-five artillery, and two hundred ſeamen; who, together with

their

their officers, and the Deputy-Governor and Council, were conducted priſoners to Pondicherry.

M. Lally ordered the fortifications to be razed to the ground; and, with all the barbarity of an uncivilized buccaneer or free-booter, he extended his wanton cruelty, not only to the deſtruction of the Engliſh gentlemens villas, but to the towns of the innocent natives. This inconſiderate piece of conduct coſt him very dear afterwards; for the country people were ſo enraged, that when the French army laid ſiege to Tanjore, they cut off his ſupplies of proviſions; ſo that they loſt more men by famine, than by the enemy.

The loſs of Fort St David was ſeverely felt by the Eaſt India Company; and, from the great military force of the enemy, and the boaſtings of M. Lally, now elate with his conqueſt, they had reaſon to apprehend the loſs of all their ſettlements on the coaſt of Coromandel. The Governor and Council of Madras, however, took every precaution that human prudence could ſuggeſt, to fruſtrate M. Lally's deſigns. They raiſed ſome new companies of Sepoys; entered into new alliances with the country powers; and ſtrengthened, by every means in their power, their old friendſhips. Had M. Lally marched immediately againſt Madras on the ſurrender of Fort St David, he had undoubtedly made an eaſy conqueſt of it, its fortifications being then incomplete: but he ſeemed to wait till the ſeaſon would compel Admiral Pocock with his ſquadron to leave the coaſt, before he undertook this enterprize; during which interval, Governor Pigot not only completed the fortifications of Fort St George, but added ſeveral new works to the intended plan.

M. Lally's pride and inſolence had diſguſted the leading people of Pondicherry ſo much, that they did not ſecond his intentions with any degree of ſpirit; and his obſtinacy rendering him deaf to every kind of advice, he did not liſten to proper information. It is therefore leſs matter of wonder, that, though the French had ſome ſucceſs at firſt againſt our ſettlements, the ſubſequent bad management of their affairs ſhould have occaſioned a turn in favour of Britain.

An extreme want of money was in a great meaſure the ruin of the French affairs in India. Indeed, to ſuch ſtraits were they driven at this time, that, on the 7th of Auguſt, they made

made prize of a Dutch ſhip (the Haerlem), from Batavia for Negapatnam, merely for having anchored in the road of Pondicherry. The French government ſeized the money on board, amounting to ſeventy or eighty thouſand pounds Sterling, for their own uſe; unloaded the cargo, and detained the ſhip. When M. Dupleix was Governor of Pondicherry, he had, in the year 1749, compelled the King of Tanjore to ſign a paper, promiſing the payment of a very large ſum of money *. This money they now reſolved to demand; and, the better to enforce their claim, M. Lally made his army march ſouthward, reſolving to attack our poſt at Trichinopoly. Upon their approaching our ſettlement of Davecotah, the Chief of it prudently retired, and effected a retreat to Madras, paſſing through the Tanjore country. M. Lally, finding it abandoned, continued his march, leaving there a conſiderable detachment under M. Soupiere: he took his route by Tranquebar, where the Danes ſupplied him with ſome ammunition and field-pieces. At Negapatnam, he demanded from the Dutch a loan of money, cannon and ammunition, and a ſupply of proviſions. It is not to be doubted, from the advantageous offers made by M. Lally, that our good allies in a great meaſure complied with his terms: this, however, they denied, except as to the proviſions, of which they ſent him frequent ſupplies, while his army was beſieging Tanjore. M. Lally, on entering the Tanjore country, ſeized on the port of Nagore, a town belonging to the King, and upon all the merchant goods he found there, and cauſed them to be ſold much below their value. The French army took the road to Tanjore, and took poſt at Trivalour: here they eſtabliſhed a magazine; and, from this place, M. Lally ſent Commiſſaries to demand the money which has been mentioned, and a free paſſage for his army through his country to Trichinopoly. The ſeizing of Nagore, and their behaviour at that place, cauſed their demands to be heard with little attention; but, M. Lally ſent an embaſſy to the King, conſiſting of two officers and a prieſt, to demand a paſſage by the neareſt road to Trichinopoly; and, at the ſame time, the aſſiſtance of his army. The King, perceiving the great ſtrength of the French, thought it was beſt

* Seventy lacks of rupees, or 875,000 l.

beſt to compromiſe matters. He accordingly gave conſent for the French army's marching through his dominions, but not by the route propoſed by Lally: he alſo offered a ſmall part of the money demanded; but refuſed the aſſiſtance of his troops. The prieſt remained at Tanjore, while the two officers returned to Trevalour with the King's anſwer. Some time after, the prieſt demanded an audience; he then not only inſiſted on a free paſſage for the French army by the route named by M. Lally, and the aſſiſtance of the King's troops; but on the immediate payment of five lacks of rupees. The King was much diſpleaſed at this, but conſented to give four lacks, out of which he required ſome deduction for the damages done him at Nagore: to the reſt of the demand, he gave the ſame anſwer as before.

As the French army kept advancing, even while this negociation was going on, the King began to ſee through their deſigns, and took meaſures accordingly; and being reſolved to ſtand all the horrors of a ſiege, rather than ſubmit to theſe exorbitant demands, he therefore ordered the prieſt to leave the city inſtantly. When the advanced guard of the French army arrived, they fired on the city, which put an effectual end to all negociation. M. Lally then blockaded the town, in hopes that his formidable appearance would frighten the Tanjoreans into a compliance with his demands. In this, however, he was miſtaken; for they deſtroyed many of his men in ſallies; and by means of a large body of horſe, and a detachment from Trichinopoly commanded by Captain Caillaud, they cut off his convoys of ſupplies, and greatly haraſſed his army. M. Lally, finding that he did not advance his affairs by hoſtile meaſures, and being in great want of proviſions, tried once more what he could do by means of negociation; and ſent an officer of rank and a prieſt to the king with his terms. They were not only empowered to conclude an agreement, but to remain as hoſtages for the performance of it. They prevailed on the king to give fifty thouſand rupees in hand; a promiſe of four lacks; and a ſupply of three hundred horſe, and one thouſand colleries; but this on the expreſs condition, that the French army ſhould immediately remove from before the town. M. Lally, however, making no motion to-

wards the performance of his part of the agreement; the King would not ſuffer the two hoſtages to depart, and declared they ſhould not be permitted to go till the French army had begun its march. This produced ſeveral meſſages. At length it was ſettled, that the King ſhould ſend out the troops ſtipulated by agreement, and detain the hoſtages till the army was three days march from the place.

The iraſcible temper of M. Lally overturned every part of this agreement. Finding only fifty of the three hundred horſemen arrive in his camp, he ordered them all into confinement; averring, that the King having broken his word in not ſending the whole, he would keep theſe confined till ſuch time as he ſent out the remainder. The King, juſtly piqued at this behaviour, ordered the French hoſtages to be impriſoned, and declared he would not ſend any more troops till ſuch time as thoſe he had already ſent were releaſed. Meantime, M. Lally, pluming himſelf on having outwitted an Aſiatic Prince, in thoſe very arts for which theſe Princes are eſteemed ſo famous; while this negociation was going on, buſily employed himſelf in erecting batteries, and placing his heavy artillery upon them; ſo that, when the parley was at an end, he began to fire upon the town; the fortifications whereof not being conſtructed to reſiſt a regular ſiege, he preſently made a conſiderable breach in the walls. The Tanjoreans ſeeing their city threatened with deſtruction, reſolved on a general ſally, and put their deſign in execution on the 9th of Auguſt. Deſpair muſt have heightened their courage: otherwiſe, it is not eaſy to account for their ſucceſs, when it is conſidered that they had to attack a large body of regular European troops, as well as diſciplined Sepoys, entrenched and ſupported by a large train of artillery. The Tanjoreans at once attacked both the French camp and the batteries, with ſo much vigour and reſolution, that they killed about one hundred Europeans, took one gun, one tumbril of ammunition, two elephants, and ſome horſes; and after blowing up ſome tumbrils of gunpowder, returned again into the town. Great as the numbers of the King of Tanjore's troops were, the impreſſion they made in this ſortie, muſt be imputed ſolely to the miſerable condition in which the French army were, being exhauſted

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by famine and fatigue, and moreover highly diſpleaſed with their General.

M. Lally was forced to raiſe the ſiege and retreat, leaving his cannon ſpiked upon the batteries. The Tanjoreans purſued and greatly haraſſed his army on its march, killed many of his troops, and took two pieces of cannon and two mortars. M. Lally, with agitations of mind eaſier to be conceived than deſcribed, reached Carical with his ſhattered army about the end of the month; where we ſhall leave him for the preſent, and take a view of the proceedings of Admiral Pocock, whom we left in Madras road.

Admiral Pocock having refitted his ſquadron, (See Note 118.), and completed their water, ſailed in queſt of the enemy's fleet on the 25th of July, ſteering to the ſouthward along ſhore, with ſea and land breezes; and anchored on the evening of the 26th off Alamparva. Seeing a ſnow and ſeven chelingas * near the fort cloſe in ſhore, he ſent the boats of the ſquadron againſt them, manned and armed. They burnt and ſunk the chelingas, and brought off the ſnow. Theſe chelingas were all empty, having been ſent from Pondicherry with cannon and ordnance ſtores, which were landed the day before, and for which place the ſnow, which was loaded with fire-wood, was bound. On the 27th, in the evening, the ſquadron got within three leagues of Pondicherry road, where they perceived the enemy's fleet at anchor. (See the laſt mentioned Note.)

On the 28th, about ten in the morning, the enemy got under ſail, and ſtood to the ſouthward with the land breeze; on which Admiral Pocock, in hopes of coming up with them, or, if poſſible, to weather them, as being the moſt likely means of bringing them to action, made the ſignal for a general chaſe; but they kept to windward, and anchored next morning off Porto Novo. When the land breeze ſet in, they weighed, and ſtood to windward; and, about eight o'clock, were out of ſight. At four in the afternoon, Admiral Pocock ſeeing a ſhip in the S. E. quarter, gave chaſe: at five, ſhe hoiſted French colours, and ſtood in for the land; and ſoon after ran aſhore about two leagues to the northward of Porto Novo.

* A ſort of large boats uſed for landing of goods, people, cannon, &c. peculiar to the coaſt of Coromandel, where there is always a very great ſurf.

He ſent boats on board to endeavour to bring her off; but finding this impracticable, without loſing a great deal of time, ſhe was ſet on fire. She proved to be the Reſtitution, bound to Pondicherry, from Carical, where ſhe had been ſent with ordnance ſtores, and other materials for M. Lally's army. This ſhip had been diſpatched from Bengal laſt October with French priſoners; who, taking the command of her from the maſter, carried her to Maſſulipatam; from whence ſhe was ſent to Pondicherry, where the Governor and Council, contrary to the law of nations, made a prize of her.

At ten o'clock in the forenoon of the 1ſt of Auguſt, the Admiral once more obtained ſight of the French ſquadron, as they were getting under ſail off Tranquebar. They ſoon after formed a line of battle ahead, with their ſtarboard tacks on board, and ſeemed to edge down towards him: but when he made ſail and ſtood for them, they hauled upon a wind till one o'clock, when they formed a line of battle abreaſt, and bore down upon him with an eaſy ſail. At half paſt one, he made the ſignal for his ſquadron to form a line of battle ahead with the ſtarboard tacks on board; and ſtood to the eaſtward under top-ſails, ſometimes the main-top-ſails ſquare, as the ſhips ſtations in the line required, waiting for the enemy. At five, the enemy's van was abreaſt of our centre, and at about two miles diſtance. They ſtood on till their van was abreaſt of ours; and kept about the ſame diſtance, till half an hour paſt ſix, when they hoiſted their top-ſails, ſet their courſes, and ſtood to the ſouth-eaſt. The Admiral then made the ſignal for our van to fill and ſtand on, and make ſail to the ſouthward, keeping in a line till twelve o'clock: when, judging by the enemy's ſignal guns that they had tacked, he made the ſignal to wear, and ſtood on to the weſtward after them; but, at day-light, they were not to be ſeen. In the evening of the 2d, he deſcried four ſhips in ſhore to the north-weſt; and, on the 3d, at five in the morning, got ſight of the enemy off Negapatnam, about a league to the windward, formed in a line of battle ahead, with their ſtarboard tacks on board; on which he alſo formed a line of battle ahead with the ſtarboard tacks on board, and ſtood toward the enemy. Fearing that the enemy's

my's ſhip which led their van *, would be an overmatch for the Tyger which led his van, he made the ſignal for the Elizabeth to change places with the Tyger. At eleven, the wind dying away, the Britiſh fleet were left quite becalmed; while the enemy were ſo fortunate as to be favoured with a light breeze from the land, with which they ſtood on, their line extending from eaſt to weſt, and paſſed ſo near the rear of the Britiſh line at right angles, that they might eaſily have cut off the Cumberland and Newcaſtle, the ſternmoſt ſhips, as they could not have received any aſſiſtance from the others, who lay becalmed with their ſterns towards the enemy. They did not avail themſelves, however, of this advantage, but paſſed on without firing a ſhot.

At noon, the ſea-breeze ſprung up, which gave the Britiſh the weather-gage. Both fleets formed their lines anew to the wind; and at twenty minutes paſt twelve, Admiral Pocock made the ſignal to bear down on the enemy, and engage. The Elizabeth and Comte de Provence began the engagement; but, ſoon after, the mizen of the latter happening to take fire, ſhe was obliged to quit the line, and her people were conſtrained to cut away the maſt, in order to ſave the ſhip. The Duc de Bourgogne then attacked the Elizabeth, but was ſo overpowered by her fire, that Comte d'Aché himſelf, at that time warmly engaged with the Yarmouth, endeavoured all he could to puſh up to her aſſiſtance; but his intention was thwarted, by the ſteering-wheel of the Zodiaque being ſhattered by a ſhot from his antagoniſt; to repair which, ſhe paſſed under the lee of the Duc d'Orleans; and no ſooner had ſhe returned into the line, than one of her lower-deck guns in the gun-room burſt, and beat through the deck above. This misfortune was ſoon followed by another, of a much more ſerious nature, and dreadfully alarming. The bulkhead of the powder-room was ſet on fire; and whilſt they were buſy in extinguiſhing it, the newly repaired wheel gave way, whereby the ſhip fell on board the Duc d'Orleans, her ſecond ahead. Both, while trying to extricate themſelves, were expoſed to a moſt ſevere cannonade from the Yarmouth and Tyger, to which the enemy, for a conſiderable time, were unable to make any return. The

* The Comte de Provence of ſeventy-four guns.

Condé and Moras were by this time beat out of the line; and, at eight minutes after two, the Zodiaque having got diſentangled, M. d'Aché bore away, and in fifteen minutes afterwards the reſt of his ſhips followed his example: on which Admiral Pocock made the ſignal for a cloſer engagement. This ſignal was obeyed with alacrity by all the ſhips, and the enemy were ſeverely raked by means of this well-timed manœuvre; but, as they crowded all the ſail they could ſet, the Admiral ſoon after hauled down the ſignal for the line, and made the ſignal for a general chaſe. On this, the enemy cut away all their boats, that their ſhips might have no impediment to retard their ſailing, and ſtood to the N. N. W.

A running fight now took place, which laſted till near three o'clock, by which time the enemy had got without reach of our guns. The purſuit was continued till dark, when the Admiral, finding it impoſſible to get up with them, about eight o'clock came to an anchor off Carical, three miles from the ſhore. The enemy made for Pondicherry.

During the action, the breeze being gentle, the water ſmooth, and both fleets cloſe to each other, they fired with great certainty. The French, as uſual, aimed at the rigging of the Britiſh ſhips, while we took the ſurer mark of their hulls, which ſuffered ſeverely; and, notwithſtanding the irregularity and ſhort continuance of this action, the French ſuſtained as great a loſs of men in it as they did in the former engagement *, although their numbers were leſs in this fight by one thouſand two hundred than it was in the firſt. On board the Zodiaque thirty-three were killed, and one hundred and fifty dangerouſly wounded. The killed in the Britiſh ſquadron amounted only to thirty-one, and the wounded to one hundred and ſixty-ſix. Both M. d'Aché and Admiral Pocock were wounded by ſplinters; as alſo Captain Martin and M. D'Aché's Captain: and Admiral Stevens was wounded by a muſket-ball, which lodged in his ſhoulder, and was ſeen to be ſhot with aim by a French officer †. The Britiſh fleet were greatly damaged in their maſts and rigging, inſomuch that, had not the weather proved extremely eaſy, their

* They acknowledged they had two hundred and fifty men killed, and ſix hundred and two wounded.

† Orme's Hiſtory of the Wars in Indoſtan, Vol. II. page 331.

their maſts would moſtly have gone by the board. The behaviour of our officers and men in this action, met with Admiral Pocock's higheſt approbation.

The French Admiral having put his ſhattered ſquadron in the beſt condition he could, reſolved to proceed to Mauritius. But M. Lally, who returned to Pondicherry the 28th of Auguſt, was much againſt this meaſure; and he ſummoned a ſort of Council, compoſed of the Council appointed by the French Eaſt India Company, and ſome military officers, who joined with him in remonſtrating to the Admiral on the reſolution he had formed; and urged the neceſſity of his once more fighting the Britiſh fleet, or, at leaſt, of continuing where he was while they remained on the coaſt of Coromandel. But all the Captains of the French fleet concurred with their Admiral, that the one was impracticable, and the other not adviſeable. In order, however, to ſtrengthen M. Lally's army as much as poſſible, M. D'Aché landed five hundred marines and ſailors; and on the 3d of September ſailed for their iſlands.

It being rather early in the ſeaſon for their fleet to leave the coaſt, Admiral Pocock conjectured they might intend to cruize for ſome time. He therefore diſpatched the Queenborough, as ſoon as he had advice of their departure, to cruize off the iſland of Ceylon, in hopes of hearing of them; but ſhe returned without gaining any intelligence.

Admiral Pocock having advice of a French ſnow being at anchor in the road of Negapatnam, diſpatched the Queenborough to cut her out; which ſervice was performed on the 5th of Auguſt, within gunſhot of the Dutch fort, which did not fire to protect her: but the Governor remonſtrated afterwards. She was called the Rubis, of one hundred and fifty tons. She ſailed from the Mauritius the 1ſt of July, and was bound to Pondicherry, loaded with ſhot and medicines *.

The ſquadron being at Negapatnam, received on board Major Caillaud with two hundred and fifty men from Trichinopoly,

* A few days afterwards, the Haerlem, a Dutch ſhip from Batavia of five hundred tons, having thirty thouſand dollars on board, anchored in the road of Pondicherry. This ſhip, the French Admiral immediately ſeized, by way of reprizal for the ſuppoſed connivance of the Governor of Negapatnam, in not protecting the Rubis according to the right of a neutral port.

ly, which they landed at Madras the 25th of September; at which place the ſquadron remained, taking in their water and neceſſary ſtores, till the ſeaſon called upon them to proceed to Bombay. In order to ſtrengthen the garriſon as much as poſſible, the Select Committee made application to the Admiral for a detachment of marines. He accordingly landed one Captain, one Lieutenant, and one hundred and three men of that corps, who proved of excellent ſervice during the ſiege.

M. Lally was in the utmoſt diſtreſs for money; when, fortunately for him, on the 18th of October, a veſſel arrived from Europe at Pondicherry, having on board money to the amount of one hundred thouſand rupees, with which ſupply he reſolved to commence his operations, although deprived of the aſſiſtance of the fleet, beſides being at this time on the worſt terms with the Council of Pondicherry and his principal officers, occaſioned by his inſufferable pride and arrogance. As ſoon, therefore, as certain intelligence was received of Admiral Pocock's having ſailed for Bombay, M. Lally put his army in motion; and, that he might take the field with as many men as poſſible, he drew all the troops that could be ſpared from his different garriſons, and marched northward towards Arcot, of which he took poſſeſſion, as well as of ſome other ſmall places. He returned to Conjeveram, where he continued for ſome time, collecting ammunition and ſtores: and here he was joined by M. de Buſſy, with about three hundred horſe and four hundred foot, from Golconda. They now endeavoured to make themſelves maſters of Chingalaput, a place of the utmoſt conſequence: but it was fortunately preſerved, by the timely arrival of ſome companies of Sepoys from Madras; and the poſſeſſion of it proved no leſs beneficial to us, than detrimental to the French, during the ſiege of that place. The enemy, finding that they could not make themſelves maſter of this fort by a coup-de-main, as was intended, and that to beſiege it would require too much time, they therefore returned to Conjeveram.

M. Lally hearing of the arrival of Colonel Draper with part of his regiment, and apprehending that the remainder of it would ſoon follow, began his march for Madras, and ſat down before that place with his army, on the 14th of December.

cember. All the out-poſts were abandoned, on the enemy's approach; and our army being unable to make a ſtand againſt ſo great a force as M. Lally had with him, Colonels Lawrence and Draper retired into the town with the troops, where every thing was prepared to make a moſt obſtinate defence. Iſouf Cawn was ordered to march from Trichinopoly, with two thouſand Sepoys, and ſome field pieces, to Changalaput, to join Captain Preſton, who commanded there; which proved of very great ſervice, in haraſſing the enemy, and cutting off their convoys of ſtores and proviſions. Major Caillaud was diſpatched to the King of Tanjore, to prevail on him to afford the Company a body of horſe to join Iſouf Cawn. But the enemy being in poſſeſſion of almoſt all the country round Madras, he could not proſecute his journey by land: he therefore, even in this tempeſtuous ſeaſon, embarked in an open boat, landed at Tranquebar, and, as ſoon as the weather permitted, ſet out for Tanjore, which he reached about the middle of December.

The affairs of the Britiſh Eaſt India Company not being in the moſt proſperous condition, the Major met with a cool reception at that Court; and as the friends of his nation had been removed by the King, he found it a difficult matter to gain his point. However, he at laſt had the good fortune, to obtain a body of three hundred horſe; and having got together as many Sepoys, he began his march for Chelingaput, which, although two hundred and fifty miles diſtant, he reached in eleven days. Here he left his corps, and haſtened to Mount St Thomas, where Captain Preſton and Iſouf Cawn had taken poſt. With them he concerted ſuch a plan of operations as might moſt effectually diſtreſs the enemy; and being furniſhed with money, the ſoul of an Indian army, he immediately returned to his troops. M. Lally took poſſeſſion of the Black Town, when the troops retired into Madras; and as his men were fatigued with their march, or perhaps diſperſed in plundering the town, Colonel Draper thought that a ſally at that time, while unexpected by the enemy, would have the moſt happy effect. In this opinion he was ſeconded by Governor Pigot and Colonel Lawrence. Accordingly, Colonel Draper ſallied forth with five hundred men, and two field-pieces. He at firſt met with great ſucceſs; and, had the grena-

diers of his regiment followed either his example or his orders, the enemy had ſtill ſuffered more conſiderably than they did, and might perhaps have been compelled to raiſe the ſiege. But the Colonel, after having performed wonders, and loſing near two hundred of his men, one half of which by their own imprudence were made priſoners, was obliged to retire. The loſs we ſuſtained in killed, were Major Pollier, and Captains Hume and Billhook, together with about fifty men, and near as many wounded; beſides upwards of one hundred made priſoners. Colonel Draper ſurprized the regiment of Lorraine, which he would have deſtroyed, had not a brigade of freſh troops come to their aid. He made priſoner the Count d' Eſtaing, a Brigadier-General, whom he ſent into the fort before he retreated. On this occaſion, the enemy had above four hundred men killed and wounded, among whom were thirty or forty officers. Governor Pigot declared, in order to animate the garriſon, that he would diſtribute fifty thouſand rupees among them, five days after the ſiege was raiſed, or the French beat off. This ſerved greatly to animate the men. The Governor daily viſited the works, and was extremely liberal to all thoſe whom he found deſerving.

The enemy loſt a conſiderable time before they opened their batteries; and when they did, they were frequently deſtroyed by the ſuperior fire of the town.

During the ſiege, Governor Pigot received the agreeable news, that Colonel Forde had gained a compleat victory over the Marquis de Conflans, and the French forces under him near Vizagapatam, on which the garriſon fired a feu de joye. M. Lally ſent in a flag of truce, with a letter, complaining that ſhot were fired on his head-quarters, and that if we perſiſted in it, he would burn the Black Town. Perhaps this extraordinary man is the firſt General that ever fixed his head-quarters within point-blank ſhot of the enemy's artillery.

The operations of the ſiege were greatly interrupted by the repeated attacks under Iſouf Cawn, Major Caillaud, and Captain Preſton, from Changalaput and Mount St Thomas. In one of their excurſions, they intercepted a convoy of the enemy's ſtores, conſiſting of tents for three thouſand men; a large mortar which they ſpiked up, and burnt the bed; two guns

which

which they alſo ſpiked up, and burnt the carriages; and ſome ammunition which they carried off, together with a good many cattle going to the enemy's army before Madras. In ſhort, their excurſions were ſo deſultory and rapid, that M. Lally ſaid they reſembled flies, being no ſooner beat from one part, than they came to another. He ſent ſeveral detachments to endeavour to diſperſe them. Theſe had always been defeated. At laſt, perceiving how much this flying corps retarded his deſigns, and haraſſed his troops, he ſent out a detachment of ſix hundred Europeans, fifteen hundred Sepoys, all his cavalry, and ten pieces of cannon under M. Soupire, in hopes of effectually cruſhing theſe troubleſome partizans. But Major Caillaud and Captain Preſton had poſted their troops to ſuch advantage at Mount St Thomas, that after a very briſk attack which laſted ſeveral hours, the enemy were obliged to return to camp, without being able to effect their deſign.

M. Lally, however, ſtill perſiſted in the ſiege, and carried on his works cloſe to the glacis, where he erected a battery, and began a mine, to open a way into the ditch: but it was ſprung ſo injudiciouſly, that although it made a breach in the wall, the enemy could derive but little advantage from it. M. Lally, as he gave out, had ſeized on the Dutch fort at Sadras, in order to prevent it from falling into our hands. Major Caillaud formed a deſign to ſurprize it in the night; but his guides deceiving him, he found that day would be broke before he could reach it; ſo that he was obliged to deſiſt. On his return, he took a French courier bringing a letter from M. Lally to M. de Leyrit the Governor of Pondicherry. Its contents are extraordinary; and as they exhibit a true picture of the man, and of the condition of the French army, we here take the liberty to preſent the reader with a tranſlation of ſo ſingular a performance.

"*Camp before Madras, February 14th*, 1759.

"A good blow might be ſtruck here. There is a ſhip in the "road, of twenty guns, laden with all the riches of Madras, "which it is ſaid will remain there till the 20th. The Expedi- "tion is juſt arrived, but M. Gorlin is not a man to attack her; "for ſhe has made him run away once before. The Briſtol,

" on the other hand, did but juſt make her appearance before " St Thomas's; and on the vague report of thirteen ſhips coming from Porto Novo, ſhe took fright; and after landing the " proviſions with which ſhe was laden, ſhe would not ſtay, " even to take on board twelve of her own guns which ſhe " had lent us for the ſiege.

" If I was the judge of the point of honour of the Company's officers, I would break him like glaſs, as well as ſome " others of them.

" The Fidelle, or the Haerlem, or even the aforeſaid Briſtol " with her twelve guns reſtored to her, would be ſufficient to " make themſelves maſters of the Engliſh ſhip, if they could " manage ſo as to get to windward of her in the night. Maugendre and Tremillier are ſaid to be good men; and, were " they employed to tranſport two hundred wounded men, that " we have here, their ſervice would be of importance.

" We remain ſtill in the ſame poſition: the breach made " theſe fifteen days, all the time within fifteen toiſes of the " wall of the place, and never holding up our heads to look " at it.

" I reckon we ſhall, on our arrival at Pondicherry, endeavour to learn ſome other trade; for this of war, requires too " much patience.

" Of fifteen hundred Sepoys which attended our army, I " reckon near eight hundred are employed on the road to Pondicherry, laden with ſugar, pepper, and other goods; and " as for the Coulis, they are all employed for the ſame purpoſe, ſince the firſt day we came here.

" I am this day taking my meaſures to ſet fire to the Black " Town, and blow up the powder-mills.

" You will never imagine, that fifty French deſerters, and " one hundred Swiſs, are actually ſtopping the progreſs of " two thouſand men of the King's and Company's troops, " which are ſtill here exiſting, notwithſtanding the exaggerated " accounts that every one makes here, according to his own " fancy, of the ſlaughter that has been made of them; and " you will ſtill be more ſurprized if I tell you, that, were it " not for the two ſkirmiſhes and four battles we ſuſtained, and " for the batteries which failed, or, to ſpeak more properly,

" which

" which were unſkilfully made, we ſhould not have loſt fifty " men from the commencement of the ſiege, till this day.

" I have wrote to M. de Larche, that if he perſiſts in not " coming here, let who will raiſe money on the Polygars; " for me, I will not do it; and I renounce (as I informed you " a month ago I would do) meddling, directly or indirectly, " with any thing whatever that may have relation to your Ad- " miniſtration, whether civil or military. For I had rather go " and command the Caffres of Madagaſcar, than remain in " this Sodom; which it is impoſſible but the fire of the Eng- " liſh muſt deſtroy, even though that from Heaven ſhould " not. I have the honour to be, &c.

" LALLY.

" *P. S.* I think it neceſſary to apprize you, that, as M. " de Soupire has refuſed to take upon him the command of " this army, which I have offered to him, and which he is em- " powered to accept, by having received from the Court a du- " plicate of my commiſſion, you muſt of neceſſity, together " with the Council, take it upon you. For my part, I under- " take only to bring it back either to Arcot or Sadras. Send, " therefore, your orders, or come yourſelf to command it, " for I ſhall quit it on my arrival there."

The arrival of the Shafteſbury India ſhip in Madras road from Bombay, announced the long expected reinforcements to be near at hand; and on the 16th of February 1759, Captain Kempenfelt, whom the Admiral had ſent with two twenty gun ſhips, and ſix other veſſels, on board of which were Major Monſon with the remainder of Draper's regiment, and ſome more troops and ſtores, arrived very opportunely to ſave the Black Town; but, the moment that M. Lally perceived them, he made every thing ready for his departure, and, by dawn of day on the 17th, was nearly out of ſight. He left behind him near forty pieces of battering cannon, almoſt every one of which had been diſabled during the ſiege, and a large quantity of ammunition and ſtores. Captain Kempenfelt immediately landed the troops, who inſtantly joined the garriſon in purſuit of the French army.

Thus

Thus was preſerved, by a reſolute and manly defence, the city of Madras, after a ſiege of upwards of nine weeks. Great praiſe was due to the officers and men, particularly to Mr Pigot the Governor, to Colonels Lawrence and Draper, and to Major Brereton, for their unwearied zeal, bravery, and good conduct. The promiſed reward of fifty thouſand rupees was immediately iſſued on the French going off; two thirds whereof were diſtributed among the Europeans, and one third among the Sepoys and Laſcars of the garriſon. M. Lally was in the utmoſt tranſports of rage and deſpair. From the force he had brought out with him, and the few troops we had to oppoſe to it, he he had boaſted, that he would breakfaſt at Fort St David, dine at Madras, and ſup at Bengal. He now, however, found himſelf ſo ill ſupported, both by thoſe in power, and by his troops, whoſe eſteem his temper was ill calculated to retain, that he retired with his army, reſolved to quit the command of it. His letter to M. de Leyrit, bears ſtrong marks of the agitations of a mind, mortified and enraged at the unexpected defence of Madras, which blaſted all his hopes of being able to drive the Britiſh from Indoſtan. In his retreat, his paſſions ſeem entirely to have got the better of him; for he left ſuch marks of his ſavage and brutal diſpoſition on his route, as will for ever diſgrace his name as a ſoldier, an officer, or a gentleman. It is hardly poſſible to expreſs, how much merit accrued to Major Caillaud, Captain Preſton, and Iſouf Cawn, from this important ſiege; as, by their indefatigable aſſiduity and alertneſs, M. Lally's ſchemes were in a great meaſure fruſtrated.

WEST INDIES.—LEEWARD ISLAND STATION.

The ſquadron in theſe ſeas, continued under the command of Commodore Moore, (See Note 119.) He ſent Captain Tyrrell on a cruize with the Buckingham and Cambridge; and the Captain receiving intelligence, that ſome of the enemy's privateers were at an anchor in Grand Ance bay, in the iſland of Martinico, he immediately went in queſt of them. On his appearance, the veſſels drew cloſe to the ſhore under cover of a battery; which, after a ſevere cannonade, he demoliſhed; deſtroyed

deſtroyed three privateers, and took a fourth. The village cloſe by, was a ſtrong temptation to ſailors, fluſhed with victory, to attack and plunder; and they warmly ſolicited Captain Tyrrell's leave to march againſt it. His reply to this requeſt, does him more honour than the moſt ſplendid conqueſt. "Gentlemen,—It is beneath us to render a number "of poor people miſerable, by deſtroying their habitations and "little conveniencies of life: brave Engliſhmen ſcorn to di-"ſtreſs even their enemies, when not in arms againſt them." The honeſt tars, ſenſible of their worthy leader's obſervations, acquieſced in his ſentiments of humanity. In this attack, the Buckingham had three guns diſmounted, one man killed, and two wounded: the Cambridge had one man killed, and ſeven wounded. During the ſame cruize, he took a ſchooner privateer, and chaſed a large privateer aſhore: before his boats could get on board the latter, the crew quitted her, and ſet her on fire.

In November, Captain Tyrrell in the Buckingham, was ordered to cruize off St Euſtatia, to intercept a fleet ready to ſail from thence, laden with proviſions for the French iſlands. They were to be eſcorted to Martinico by the Floriſſant, of ſeventy-four guns, and ſeven hundred men; the Aigrette, of thirty-eight guns, and three hundred and fifty men; and the Atalante, of twenty-eight guns, and two hundred and fifty men. On the 3d of that month, he gave chaſe to a ſail, which proved to be his Majeſty's ſloop the Weazle. Captain Tyrrell, ordered Captain Boles on board to receive orders. While theſe were writing out, a fleet of nineteen ſail being diſcovered W. S. W., Captain Tyrrell immediately gave chaſe. At two o'clock, he diſcovered them to be the French men of war and their convoy. At half an hour after two, the Weazle got very cloſe to them, when one of the frigates fired a broadſide at her; on which, Captain Tyrrell made the ſignal for the ſloop to come off. He hailed her Lieutenant, and ordered him not to go near any of the ſhips of war, as the ſmalleſt of them was greatly ſuperior to the ſloop. Captain Tyrrell gave directions to Captain Boles to ſuperintend the lower-gun deck of the Buckingham. The fire of the two frigates was very troubleſome to Captain Tyrrell, as he was bearing down on the Floriſſant; but,

but, getting his broadſide to bear on them, they received ſo much damage from his fire, that both kept out of gun-ſhot during the remainder of the action. He now got up with the Floriſſant, when a very cloſe engagement commenced. The enemy having cut the Buckingham's rigging, endeavoured to get off; but Captain Tyrrell ſetting all the ſail he was able, purſued her, and, having once more got cloſe along-ſide of her, the action was renewed with double fury. At this time, Captain Tyrrell was wounded in the hand and face, which obliged him to quit the deck for a little time, leaving the command to Mr Marſhall his firſt Lieutenant, who was ſoon after killed. The ſecond Lieutenant then came upon deck, and fought the ſhip, till Captain Tyrrell, having got his wounds dreſſed, reſumed the command. Night being now come on, and the enemy's fire greatly ſlackened; they hauled down their colours, and at the ſame time fired about half a broad-ſide; when, unluckily ſome of the ſhot happening to ſhatter the Buckingham's tiller to pieces, and all the rigging being gone, the ſhip was under no command. The enemy perceiving that ſome diſaſter had happened on board the Buckingham, ſet what ſails they had left; and, with the help of their frigates got off, having loſt upwards of two hundred men. On board the Buckingham, were ſeven men killed, fifteen wounded dangerouſly, and thirty-one ſlightly.

The Woolwich took the Marſhall de Broglio, from Breſt for Cape François, laden with warlike ſtores, proviſions, &c. eſteemed a very valuable prize.

The Weazle ſloop took a Dutch ſhip of four hundred tons, laden with flour, wine, ſoap, and candles; the Captain of which produced Dutch papers: but ſuſpicions ariſing that ſhe was French property, diligent ſearch was made, when, behind the wainſcotting of the cabin, the French papers were found, which condemned the prize.

The Oliver Cromwell, privateer of St Chriſtopher's, took a Dutch ſhip of near four hundred tons burden, laden with warlike ſtores for the French iſlands. She had a pretended clearance from Amſterdam, and would have been releaſed, had not one of the crew been prevailed upon, by means of a large ſum of money, to make a diſcovery of her real deſtination. Her

letters

letters and papers were found concealed in the buoy, which condemned the cargo.

WEST INDIES.—JAMAICA STATION.

The ſquadron on this ſtation continued to be commanded by Admiral Cotes. (See Note 120).

During this year, there happened but few events on this ſtation worth relating. Admiral Cotes diſpoſed of his ſquadron to ſo much advantage, that the enemy's trade was in a great meaſure annihilated; many of their privateers taken; and our own trade extremely well protected. On the 1ſt of September, the Aſſiſtance (then commanded by Captain David Edwards) and the Dreadnought, being on a cruize, and having received intelligence of the Palmier, a French ſhip of war, of ſeventy-four guns, being in theſe ſeas, they went directly in queſt of her, and gave chaſe to her off Port-au-Prince. The Dreadnought got up with her about four o'clock next morning, and began to engage her very cloſely. Unfortunately, the Aſſiſtance was becalmed, and could not get up to ſecond Captain Suckling's bravery; when the enemy, having diſabled the Dreadnought's rigging, ſet all their ſail, and made off. As ſoon as the breeze ſet in, both ſhips went again in queſt of the enemy; but they had now got ſo far ahead, that they eſcaped. The Dreadnought had eight men killed, and ſeven wounded; her maſts and rigging much damaged. A few days before our ſhips fell in with the Palmier, ſhe had taken his Majeſty's ſloop the Stork.

This ſquadron captured upwards of forty Dutch ſhips, either employed in carrying out ſtores and proviſions to the French colonies, or returning to Europe laden with their ſugars, coffee, cotton and indigo: moſt of which were declared legal prizes by our Courts of Admiralty. And they likewiſe took a great many from the French, ſome of which were of conſiderable value.

The Thurloe, privateer of St Chriſtopher's, of fourteen guns, and eighty-four men, commanded by Captain Mantle, took the Deux Amis, privateer of Port Louis, of ten guns,

and ninety-eight men, off Cape Tiberoon, on the 15th of January. The enemy bore down upon the Thurloe, who was prepared to receive her. After a few broadſides, they endeavoured to make off; upon which the Thurloe gave chaſe, and ſoon after got along-ſide of the enemy, who, ſeeing no poſſibility of eſcaping, reſolutely boarded the Thurloe on her bow. A moſt deſperate and bloody engagement then commenced, which laſted near three hours, with piſtols, ſwords, hand-grenades, powder-flaſks, and ſtink-pots; at laſt they ſurrendered, when they had only ten men fit for duty. The Thurloe had ten men killed, and twenty-five wounded. They expended in the action, three hundred powder-flaſks, ſeventy-two ſtink-pots, and eleven rounds of great guns and ſmall arms.

NORTH AMERICA.

THE want of ſucceſs in the laſt campaign, had raiſed a great clamour againſt the commanders in chief, particularly the Earl of Loudoun; whoſe meaſures, though well intended for the ſervice of his country, had unfortunately raiſed him a great number of enemies, both in England and in America: he was therefore recalled, and the command of the land forces conferred on Major General James Abercrombie. The plan of operations laid down by Lord Loudoun, were formed with too much judgment to be laid aſide. As he had been extremely active in collecting materials, and taking every ſtep in his power to open the campaign with vigour, whenever the ſeaſon would permit; the Miniſtry determined once more to make an attempt on Louiſburg; and, that no ſuccours might be thrown into the place, Rear-Admiral Sir Charles Hardy was diſpatched in the Captain man of war, very early in the Spring, to take command of the fleet which had wintered at Halifax; with orders to repair off Louiſburg, and uſe his utmoſt endeavours to prevent the garriſon from receiving ſupplies from Europe.

The frequent thick fogs, however, and hard gales of wind on the coaſt at this ſeaſon of the year, were extremely favourable to the enemy; for notwithſtanding that Sir Charles Hardy repaired

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off Louiſburg the moment the ſeaſon would permit, the enemy were ſo fortunate as to ſteal out of Breſt with a ſtrong ſquadron under the command of M. de Chaffaut, accompanied with ſome troops and ſupplies of every kind, with which they got into Louiſburg unperceived; but not finding the naval force he expected, and in dread every minute of being blocked up there, he haſtened his departure for Quebec; (See the laſt part of Note 137.) Foreſeeing what muſt be the fate of Louiſburg, he wiſhed to take the whole of his ſquadron along with him; but, on the remonſtrances of M. Drucour the Governor, he was prevailed on to leave ſix ſail of the line and ſome frigates under M. de Beauſſier, to aſſiſt in the defence of the place; and with the remainder of his ſquadron to ſail for the river St Lawrence. Sir Charles Hardy had, however, the good fortune to intercept the Foudroyant, being the annual ſhip from France to Quebec, of ſeven hundred tons burden, mounting twenty-two guns, and having on board an immenſe quantity of gun-powder, ſmall arms, clothing, and dry goods to a very great amount *. Captain Boyle of the Boreas, took, after a ſhort action, the Diana, a French ſhip of war, of thirty-ſix guns. Commodore Durell arrived very early in the ſeaſon at Halifax, having been diſpatched from England, to expedite the military operations there, and to have every thing ready to embark the army, by the time that Admiral Boſcawen, who was now appointed Commander in Chief of the fleet in North America, ſhould arrive.

The Admiral ſailed from Spithead, the 18th of February. The Invincible of ſeventy-four guns, one of his fleet, commanded by Captain Bentley, eſteemed the fineſt of her rate in England, was unfortunately loſt: this accident was occaſioned by her miſſing ſtays, and running on a ſand-bank to the eaſtward of St Helen's: her men, guns, and ſtores were ſaved; but every attempt to ſave the ſhip, proved ineffectual. The Dublin, of the ſame force, was immediately diſpatched after the Admiral, to ſupply the place of the Invincible; on board of which ſhip, embarked Major General Amherſt, who, on the recal of the Earl of Loudoun, was appointed by his Majeſty to the command of the land-forces deſtin-

* This ſhip ſtood a ſhort action with the Admiral's ſhip. The weather being ſtormy, the Captain could not open her lower ports; when the enemy, taking her for a frigate, were ſome time before they were convinced of their miſtake.

ed to beſiege Louiſburg †. (See Note 121.) The forty-third regiment protected the back ſettlement of Nova Scotia; and detachments from different regiments, amounting to eight hundred men, were left in garriſon at Halifax, under the command of Major Morris of the thirty-fifth regiment.

On the 28th of May, the Dublin met Admiral Boſcawen coming out of Halifax with his fleet. General Amherſt went immediately on board the Namur, when the command of the army was delivered up to him. The Dublin, being very ſickly, proceeded to Halifax; and, in her, the General ſent the Honourable Colonel Monckton, to take the command of the forces there. The fleet, amounting to one hundred and fifty-ſeven ſail, made for Gabarus-bay, where the general rendezvous was ordered. For ſome days the weather continued fine; and the fleet keeping well together, the General took this opportunity to iſſue ſome orders relative to the diſembarking of the troops, and making good their landing on the iſland of Cape Breton. The weather ſoon after becoming tempeſtuous, the fleet diſperſed; ſo that it was the 2d of June, before Admiral Boſcawen,

† The following anecdote was related about this time, and averred to be a fact. On the 12th of February, a perſon, accompanied by a meſſenger from the Admiralty, arrived expreſs at Portſmouth, and was immediately introduced to Admiral Boſcawen; concerning whom, the following particulars tranſpired. He had for ſome time been maſter of an Engliſh veſſel, trading from port to port in North America, particularly in the river St Lawrence; but being taken priſoner by the enemy, he was detained near three years, by order of M. de Montcalm, who, on account of his extenſive knowledge of the coaſt, and more particularly of the ſtrength and ſoundings of Quebec and Louiſburg, would not permit him to be exchanged. A reſolution was taken, to ſend him to Old France in the firſt paquet-boat, there to be confined till the end of the war. He was accordingly embarked, and the only Engliſh ſubject on board the paquet of diſpatches. During the voyage, he was admitted into their cabin, where he one day took notice, that they bundled up the paquet, and put it into a canvas bag, that it might be ready to be thrown over-board upon any appearance of danger. Being conſtrained to put into Vigo to get ſome proviſions, as alſo, to gain intelligence of the Britiſh in theſe ſeas, they here found one or more of our men of war. The priſoner thought this a proper time for putting the following ſcheme in execution. One night ſeizing the opportunity of all, except the watch on deck, being found aſleep, he took the paquet out of the bag; and having fixed it in his mouth, he ſilently let himſelf down into the bay, and, to prevent noiſe by ſwimming, floated on his back into the wake of the Britiſh men of war; where, laying hold of a hawſer, he called for aſſiſtance, and was immediately taken on board with the paquet. The Captain examined him; treated him with the greateſt civility;

gave

Boſcawen, with the greateſt part of the fleet, reached the rendezvous.

Major-General Amherſt, with Brigadier-Generals Lawrence and Wolfe, went immediately to reconnoitre the coaſt, and the enemy's poſition. They found the French extremely well prepared to receive them, having a chain of poſts from Cape Noir to the Flat-point, and irregulars from thence to the bottom of the bay. At every place where there appeared a poſſibility of a deſcent being made, batteries of cannon and mortars were erected, and entrenchments thrown up to defend them. But what the Generals found would be a great hinderance to their firſt operations, was the violence of the ſurf, which made it impoſſible at that time for any boats to land.

Notwithſtanding the formidable appearance of the enemy's defences, the General reſolved, from the obſervations he had been able to make, to order the troops into the boats early next morning, in hope that, before that time, more tranſports would arrive, and the ſurf abate. The General's diſpoſition for the deſcent was, to form the troops into three diviſions, and in order to diſtract the enemy's attention as much as poſſible, to ſhow as if they meant to land at three different places at the ſame time. The diviſions on the right and centre were only meant as feints, while that on the left was meant as the real attack. Unfortunately the wind increaſed during the night, which rendered all landing impracticable. That the firſt favourable minute, however, might be embraced, the General ſeveral times cauſed the troops to be put into the boats between this and the 8th, but was as often compelled, from the violence of the ſurf, to order them on board the ſhips again. During this interval, the enemy were extremely buſy in adding to their works, in throwing ſhells, and cannonading the ſhips.

In order to divert the enemy's attention from the intended place

gave him a ſuit of his own clothes; tranſcribed the paquet, which was ſaid to be of the greateſt importance in regard to our ſucceſs in North America; and then ſent him poſt over-land to Liſbon with a copy of the French diſpatches, from whence he was brought to Falmouth in a ſloop of war, and immediately ſet out for London. Upon his arrival in town, he was examined by the proper perſons in Adminiſtration, and ſuitably rewarded. By his own deſire, he was immediately ſent to Portſmouth, to go on board the Admiral's own ſhip upon the expedition to North America.

place of deſcent, the General ordered the twenty-eighth regiment (who were on board of ſloops), to ſail under convoy, by the mouth of the harbour, to Lorembec; and at the ſame time ſent a proportion of artillery, deſtined for the Light-Houſe point, with orders to make every poſſible ſhew of landing there. On the 8th the army were all in the boats. The diviſion on the left, under Brigadier-General Wolfe, conſiſted of the four oldeſt companies of grenadiers, followed by the light infantry and companies of rangers, ſupported by the Highland regiment, and theſe by the remaining companies of grenadiers. The centre diviſion, under Brigadier-General Lawrence, was compoſed of the fifteenth, twenty-ſecond, thirty-fifth, forty-fifth regiments, and ſecond battalion of Royal Americans; and were ordered to make a ſhew of landing at the Freſh-Water Cove. The diviſion on the right, under Brigadier-General Whitmore, was compoſed of the ſecond battalion of the Royal regiment, the ſeventeenth, forty-ſeventh, forty-eighth, fifty-eighth regiments, and third battalion of Royal Americans; and were ordered to row towards the White-point, as if intending to force a landing there.

Commodore Durell having explored the coaſt, by order of Admiral Boſcawen, gave it as his opinion, that the troops might land in the bay on the left, without any damage from the ſurf, under cover of the frigates. Accordingly, the Kennington and Halifax were ranged on the left; the Diana, Gramont, and Shannon in the centre; and the Sutherland and Squirrel on the right. As ſoon as ſtationed, they began a warm cannonade on the enemy's works; which having continued about a quarter of an hour, the diviſion under General Wolfe began to row, in extreme good order, for the ſhore. The enemy did not throw away a ſingle ſhot, but waited till the troops approached the land; when, pouring upon them the whole fire of their cannon and muſquetry, almoſt every ſhot took place. The ſurf aided their efforts; but the calmneſs and intrepidity of Brigadier-General Wolfe got the better of all obſtacles. The men jumped into the water, and haſtened to the ſhore. He formed them upon the beach: when they inſtantly attacked the enemy with ſuch impetuoſity with fixed bayonets, as to drive them from their poſts in great confuſion. The ſurf was ſo violent, that many boats

were

were overſet, and others daſhed in pieces; by which many men were drowned, and almoſt all the ammunition damaged.

When General Wolfe had thus made good the landing, the centre diviſion moved towards the left, and the right followed the centre. The boats returned to the tranſports with great diſpatch; and, before night, all the troops were landed. Scarce was this done, when the wind roſe ſo high, and the ſurf increaſed ſo much, that all communication with the fleet was cut off. The enemy, in their flight, left behind them three twenty-four pounders, ſeven nine-pounders, and ſeven ſix-pounders, two mortars, and fourteen ſwivels, which they had placed along ſhore, to prevent our landing. The weather continued ſo tempeſtuous for ſome days, that nothing could be got on ſhore to begin the operations of the ſiege.

On the 12th, the General having received intelligence, that the enemy had deſtroyed the grand battery, and called in their out-poſts, detached Brigadier-General Wolfe, with twelve hundred men, round the N. E. harbour, to the Light-houſe point. Here he took poſt, and ſoon after erected batteries, which played with great ſucceſs on the Iſland battery and the ſhipping, and greatly facilitated the operations before the town.

From the extreme badneſs of the weather, the ſiege at firſt went on very ſlowly; ſo that it was the 13th, before the General could break ground before the place; when the enemy made a ſally on the workmen, but were inſtantly drove back. The ground being rough in ſome places, and ſwampy in others, occaſioned an infinite deal of labour and fatigue to our men; and the enemy's ſhips in the harbour keeping up an inceſſant fire on them while at work, it was the 19th in the evening, before a battery could be opened; at which time the enemy fired very briſkly. By the 25th, the Iſland battery was ſilenced; its own fire had greatly contributed to its ruin: ſo that General Wolfe found it only neceſſary to leave a detachment of artillery at the Light-houſe-point, in order to keep the Iſland battery in ruins. He returned with a great part of his corps to the camp before the town, and formed an attack on the weſt gate, where he made moſt rapid advances, and erected ſome batteries that played with great ſucceſs on the town and ſhipping. And the Admiral, ever ready to promote the public ſervice, landed his marines, which

which were formed into a battalion, and joined the army before the town.

On the 28th, the enemy ſunk a ſhip of the line and two frigates acroſs the mouth of the harbour, to hinder our fleet from entering it.

On the 9th of July, they made a ſortie at night; and, though drunk, ſurprized a poſt, but were preſently beat back with loſs. In this ſkirmiſh the Earl of Dundonald was killed, and ſome grenadiers made priſoners.

The army underwent great fatigues in carrying on the approaches, which were now conſiderably advanced, when a lucky accident happened, that gave them conſiderable relief, and greatly diſtreſſed the enemy. On the 21ſt, the Entreprenant of ſeventy-four guns took fire, from ſome powder blowing up on board of her. The exploſion was great, and ſoon caught the ſails of two more ſhips. They all burnt with great fury, our batteries playing on them the whole time, which contributed very much towards their deſtruction. This was an irrepatable loſs to the enemy. Next day more batteries opened; and the approaches were advancing faſt to the covered-way. The fire from the enemy's only two remaining ſhips gave them ſome trouble; but the Admiral, who had all along done every thing in his power to ſecond the operations of the ſiege, reſolved to remove this inconvenience. In the night of the 25th of July, he ſent into the harbour ſix hundred ſailors, under the command of Captains Laforey and Balfour, to take or burn the before-mentioned ſhips. This they gallantly and ſucceſsfully executed, in ſpite of the fire from the ſhips, the Iſland battery, Point Rochefort, and the town.

Captain (now Rear-Admiral Sir John) Laforey boarded the Prudent of ſeventy-four guns, and carried her; but ſhe being aground, he could not bring her off; ſo he ſet her on fire. Captain Balfour attacked the Bienfaiſant of ſixty-four guns, took her, and towed her into the N. E. harbour.

This ſtroke was concluſive; for the Admiral, going aſhore, informed General Amherſt, that he would ſend ſix ſhips of the line next day into the harbour. But at that moment the General received a letter from the Governor, deſiring to capitulate on honourable terms. To which General Amherſt returned the following anſwer:—

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" In anſwer to the propoſal I juſt now had the honour to " receive from your Excellency, by the Sieur Lopinot, I have " only to tell your Excellency, that it hath been determined " by his Excellency Admiral Boſcawen and me, that his ſhips " ſhall go in to-morrow to make a general aſſault upon the " town. Your Excellency knows very well the ſituation of " the army and fleet; and as his Excellency the Admiral, as " well as I, is very deſirous to prevent the effuſion of human " blood, we give your Excellency one hour, after this, to de- " termine to capitulate as priſoners of war, or to take upon " you all the bad conſequences of a defence againſt this fleet " and army. And I have the honour to be, &c.

" JEFF. AMHERST."

The Governor, ſoon after, returned the following anſwer to General Amherſt:

" To anſwer your Excellency in as few words as poſſible, I " have the honour to repeat to you, that my reſolution is ſtill " the ſame, and that I will ſuffer the conſequences, and ſuſtain " the attack you ſpeak of. And I have the honour to be, &c.

" LE CHEV. DE DRUCOUR."

Not long after the delivery of this epiſtle, however, the Governor altered his opinion. Having duly conſidered of Admiral Boſcawen's intention of ſending in ſome of his fleet to batter the town; that the defences of the place on the land-ſide were in a moſt ruinous condition; that all the French ſhips of war were either taken or deſtroyed; and that any oppoſition he could make, would not be ſufficient to prevent the Britiſh ſhips from entering the harbour; and perceiving, at the ſame time, that General Amherſt was preparing to attack the covered-way, he did not chooſe to riſk the conſequences of a general aſſault. Towards evening, therefore, the Sieur Lopinot returned; and a capitulation was agreed on, by which the garriſon were made priſoners of war, (See Note 122.)

On this glorious event, Admiral Boſcawen wrote the following letter to Mr Cleveland, Secretary to the Board of Admiralty.

"SIR, "*Namur, Gabreuſe-bay, July 27th* 1758.

"I will not trouble you with a particular detail of the land-"ing and ſiege; but cannot help mentioning a particular gal-"lant action, in the night between the 25th and 26th inſtant. "The boats of the ſquadron were in two diviſions, command-"ed by the Captains Laforey and Balfour, to endeavour ei-"ther to take or burn the Prudent of ſeventy-four guns, and "the Bienfaiſant of ſixty-four, the only remaining ſhips in "the harbour; in which they ſucceeded ſo well, as to burn "the former, ſhe being aground, and take the latter and tow "her into the N. E. harbour, notwithſtanding they were ex-"poſed to the cannon and muſketry of the Iſland battery, "Point Rochefort, and the Town, being favoured with a dark "night. Our loſs was inconſiderable; ſeven men killed, and "nine wounded.

"I have given the command of the Bienfaiſant to Captain "Balfour, and the Echo frigate to Captain Laforey. Mr Af-"fleck and Mr Bickerton, Lieutenants, who boarded the Bien-"faiſant, ſucceed theſe gentlemen in the Ætna fire-ſhip, "and Hunter ſloop.

"I have only farther to aſſure his Majeſty, that all the "troops and officers, both ſea and land, have ſupported the "fatigues of this ſiege with firmneſs and alacrity. And I "am," &c.

The Admiral diſpatched the honourable Captain Edgecumbe with his letters on this occaſion; and the General ſent his brother and Aid-du-camp, Captain William Amherſt, with his. They met with a moſt gracious reception from the King, at whoſe feet they laid the enemy's colours, belonging to the French regiments ſurrendered at Louiſburg. His Majeſty was pleaſed to order five hundred pounds to be given to each of theſe gentlemen, and the colours to be lodged in the Cathedral Church of St Paul's. They were accordingly carried with great military pomp from the palace of Kenſington into the city, and hung up in that church, in honour of this conqueſt.

Immediately after the ſurrender of Louiſburg, Admiral Boſcawen detached Sir Charles Hardy with ſeven ſail of the line, to the gulph of St Laurence, to deſtroy the French ſet-

tlements

tlements at Miramichi, Gaſpée, &c. He was accompanied by Brigadier-General Wolfe, with three battalions of land forces, and ſome artillery. Sir Charles Hardy had orders to endeavour to intercept the French ſquadron, expected every day from Quebec. Having completely performed the ſervice they were ordered on, Sir Charles Hardy and the General returned with the ſquadron and troops to Louiſburg. Some ſhips were ſent to the iſland of St John's, in the gulph of St Laurence, and a detachment of troops under Lieutenant Colonel Lord Rollo, to ſee the capitulation complied with, and to garriſon that place.

General Amherſt, as ſoon as he heard of General Abercrombie's repulſe at Ticonderago, embarked with ſix battalions; and, under convoy of the Captain man of war, proceeded to Boſton; when he diſembarked his troops, and marched through the woods to the General's camp at Lake George.

Admiral Boſcawen, having ſettled all the neceſſary matters at Louiſburg, ſailed for England with a part of the ſquadron, leaving Rear-Admiral Durell with the remainder to winter in America; with orders, to enter the river St Lawrence, as early as poſſible next ſpring, to prevent any ſupplies from being thrown into Quebec. Part of Admiral Boſcawen's ſquadron being ſeparated from him on the paſſage, there remained in company, on the 27th of October, only the Namur, Royal William, Somerſet, and Bienfaiſant, of the line-of-battle; with the Boreas, Trent, and Echo frigates, and two fire-ſhips. The Bienfaiſant was provided with but a few rounds of powder, ſo that only the three firſt mentioned ſhips could come into action. On that day, the Admiral being in channel ſoundings, fell in with the French ſquadron from Quebec, under the command of M. de Chaffaut, conſiſting of five ſhips of the line-of-battle *, one frigate, and the Carnarvon Britiſh Eaſt India ſhip, which they had taken the day before. The enemy being on the contrary tack, paſſed the Engliſh ſquadron very near to leeward, and diſcharged their broadſides in paſſing, which were returned by ſome of the ſhips; but the wind blowing hard, the motion of the ſhips, and want of the heavieſt guns, rendered this ſhort action of little effect.

* The Tonnant of eighty, Intrepide and Hero of ſeventy-four, Prothée and Belliqueux of ſixty-four guns.

Admiral Boſcawen, who was not in the leaſt intimidated at the apparent ſuperiority of the French ſquadron, immediately changed his courſe, and ſtood after them. The night was very tempeſtuous; but next morning, the enemy were again diſcovered, and then conſiſted of only four ſhips of the line and a frigate, one of them having loſt company. The Admiral had alſo the misfortune to loſe ſight of all his frigates. The chaſe, however, was renewed with the greateſt ardour; and, although the ſquadrons were very near each other, the Admiral had the mortification to find that his ſhips did not gain ground on the enemy, who fled with all the ſail they could carry. However, the Eaſt India ſhip was retaken. One of the French line-of-battle ſhips, having received ſome damage, ſeparated from the others the night following; which was the cauſe of her capture, a few days after, in the Briſtol channel *. The Admiral, after uſing every effort in vain to overtake the enemy, arrived at Spithead on the 1ſt of November.

The conqueſt of Cape Breton was not more advantageous to the nation, than it was glorious to the commanders; to whom, therefore, the Houſe of Commons unanimouſly reſolved to give their thanks†. This reſolution was tranſmitted by a letter from the Speaker to Major-General Amherſt; and, as Admiral Boſcawen was a member of that Houſe, on the 12th of December the Speaker addreſſed him as he ſtood in his place, in the following words:

"Admiral Boſcawen,—The Houſe have unanimouſly reſol-
"ved, that their thanks ſhould be given to you, for the ſervice
"you have done your King and country in North America;
"and it is my duty to convey their thanks to you.

"I wiſh I could do it in a manner ſuitable to the occaſion,
"and as they ought to be given you, now ſtanding in your
"place as a member of this Houſe.

"But were I able to enumerate and ſet forth, in the beſt
"manner, the great and extenſive advantages accruing to
"this nation from the conqueſt of Louiſburg, with the iſlands
"of Cape Breton and St John; I could only exhibit what
"has already been, and is, the genuine and uniform language
"of every part of the kingdom.

"Their

* The Belliqueux of ſixty-four guns, taken by the Antelope of fifty, off Ilfracombe. December 6th, 1758.

"Their joy, too, has been equal to their ſentiments on this in-
"tereſting event: and in their ſentiments and joy they have
"carried their gratitude alſo to you, Sir, as a principal inſtru-
"ment in theſe moſt important acquiſitions.

"You are now therefore receiving the acknowledgements of
"the people, only in a more ſolemn way, by the voice, the gene-
"ral voice of their repreſentatives in Parliament—the moſt
"honourable fame that any man can arrive at, in this, or any
"other country. It is, on theſe occaſions, a national honour, from
"a free people; ever cautiouſly to be conferred, in order to be
"the more eſteemed, to be the greater reward; and which
"ought to be reſerved for the moſt ſignal ſervices to the ſtate,
"and the moſt approved merit in them; ſuch as this Houſe
"has actually, and very lately, made their objects of public
"thanks.

"The uſe, I am perſuaded, you will make of this juſt teſti-
"mony, and high reward of your ſervices and merit, will be,
"the preſerving in your own mind, a laſting impreſſion of
"what the Commons of Great Britain are now tendering to
"you, and in a conſtant continuance of the zeal and ardour
"for the glory of your king and country, which have made
"you deſerve it.

"In obedience to the commands of the Houſe, I do, with
"great pleaſure to myſelf, give you the thanks of the Houſe,
"for the ſervice you have done to your king and country in
"North America."

Upon which, Admiral Boſcawen ſaid,

"Mr Speaker,—I am happy in having been able to do my
"duty; but have not words to expreſs my ſenſe of the diſ-
"tinguiſhing reward that has been conferred on me by this
"Houſe; nor can I enough thank you, Sir, for the polite and
"elegant manner, in which you have been pleaſed to convey
"to me the reſolution of the Houſe." *

The taking of Louiſburg in the manner now deſcribed, was a dreadful blow to the enemy. Beſides the loſs of the place itſelf, that of ſix men of war of the line and four frigates, was alone an object worth ſending an armament againſt it; and ſuch a ſtroke given to the French marine, was of the greateſt importance, and ſeverely felt. To our colonies, the conqueſt of Louiſburg

* Votes of the Houſe of Commons, December 12th, 1758.

Louiſburg was of the higheſt importance, as from this place, multitudes of privateers had ſallied out, and had in a great meaſure deſtroyed not only the coaſting intercourſe of our colonies with each other, but even that of the mother country with them. To the French themſelves, the loſs was beyond deſcription great, it being in a manner a key to all their northern colonies, as it was almoſt the only harbour they had in North America, that could admit of their ſhips of war, and thereby afford protection to their fiſheries. This, with the deſtroying of Miramichi, Gaſpée, &c. in the gulph of St Lawrence, and our being in poſſeſſion of the iſland of St John's, put an end to their fiſhery; a branch of trade, formerly extremely beneficial to them, and in which they employed a great many ſhips annually. Great Britain can never pay too much attention to her fiſheries in this and other parts of the world. A market ought carefully to be ſought for, and every encouragement held out to the merchants, to give a preference to the fiſh ſold by Britiſh ſubjects. We ought always to have in remembrance, too, that this trade is one of the beſt nurſeries for ſeamen; a circumſtance alone, if no other advantage attended it, of ſufficient importance to a country, whoſe conſequence, its rank, and even its exiſtence as a ſtate, depend entirely on the flouriſhing condition of its navy.

AFRICA.

THE project of attacking the French ſettlements on the coaſt of Africa, was firſt ſuggeſted by Mr Thomas Cumming a quaker. He had made ſeveral voyages to Portenderrick, in the neighbourhood of the French ſettlements at Senegal, where he contracted a perſonal acquaintance with the Mooriſh King of Legibelli. This Prince, from ſome inſult or neglect received from the French Governor at Senegal, was extremely exaſperated againſt the French nation, and aſſured Mr Cumming, he was extremely well diſpoſed towards the ſubjects of Great Britain, and would aſſiſt, with all his power, any armament their King ſhould think proper to ſend againſt Gorée and Senegal. In caſe of ſucceſs, he promiſed to grant an excluſive trade to the ſubjects of his Britannic Majeſty. Mr Cumming, being a ſenſible intelligent man, conſidered this propoſal

ſal well; procured the beſt information relative to the ſtate of the French factories; and, learning that hoſtilities were commenced between Great Britain and France, he formed a plan for reducing them, with which he repaired to London, and communicated it to the then Adminiſtration. This plan was laid before the Board of Trade, where Mr Cumming was very ſtrictly examined; and he gave ſuch ſatisfactory and minute details of the French ſettlements, their ſituation, ſtrength and commerce, that the Board approved much of the deſign.

After ſuch high approbation, Mr Cumming thought that his deſigns would be put in immediate practice. But this patriotic quaker had ſtill many mortifications and diſappointments to encounter, before he could bring this about: nor could he ever fully accompliſh it, as the Miniſtry ſtarved his plan, by ſtriking off one large ſhip from his requiſition; and in lieu of ſix hundred land forces, which he required, the Lords of the Admiralty allotted only two hundred marines for this ſervice; a meaſure they had reaſon to repent of afterwards.

At length, and after repeated applications, in the year 1757, he obtained an order, that the two annual ſhips bound to the coaſt of Guinea, ſhould be joined by a ſloop and two buſſes; and that they ſhould make an attempt on the French ſettlement in the river Senegal. This armament was detained ſo long in England by contrary winds, that the ſeaſon was too far advanced to admit of any chance of ſucceſs. The Miniſtry therefore countermanded, what they had very unwillingly granted. Mr Cumming would have had all his toils and ſolicitations to have gone through again, if a change of Adminiſtration had not taken place. But Mr Pitt, perceiving Mr Cumming's plan to be fraught with the moſt beneficial conſequences to the nation, and it being now powerfully ſeconded by Mr Samuel Touchet, a conſiderable merchant in the city of London, to whom Mr Cumming had communicated the ſcheme; the enterprize was once more adopted, and reſolved to be put in execution.

The ſquadron allotted for this ſervice, was commanded by Captain Henry Marſh, and conſiſted of one ſhip of the line, one of fifty guns, a frigate, a ſloop, two buſſes, (See Note 124.) and ſome ſmall armed veſſels hired by Government, that carried from four to eight guns, which were manned and officered

ed from the ſquadron. The land forces conſiſted of two hundred marines, under the command of Major Maſon; a detachment of artillery, commanded by Captain Walker; ten pieces of cannon, eight mortars, and a conſiderable quantity of warlike ſtores and ammunition. Mr Cumming, the chief promoter of this expedition, went on board the ſquadron, which ſailed from Plymouth, March 9th, 1758.

In their paſſage, they touched at the iſland of Teneriffe, where, while the ſhips were ſupplying themſelves with wine and water, Mr Cumming, in the Swan ſloop, proceeded to Portenderrick, being charged with a letter of credence to his old friend the King of Legibelli. Unfortunately, his Majeſty was at this time a conſiderable way up the country, carrying on a war againſt a neighbouring Prince. The Queen Dowager, who remained at Portenderrick, gave Mr Cumming to underſtand, that ſhe could not at preſent ſpare any troops to join the Britiſh forces going againſt Senegal: but one of the chief men of the coaſt diſpatched a meſſenger to inform the King of their arrival on the coaſt, and their deſign. This man declared, that he would with all poſſible haſte raiſe a body of three hundred ſoldiers to join the Britiſh, and aſſured Mr Cumming, that the King would ſend a detachment from his army to ſecond their efforts againſt the French. Juſt at this time, Captain Marſh and the ſquadron arrived; and being apprehenſive that the enemy might gain intelligence of his deſign, and take precautions accordingly, he reſolved not to wait for the Mooriſh auxiliaries, but to proceed immediately to Senegal.

On the 22d of April, he weighed from Portenderrick, and next day got off the mouth of the river Senegal, when he perceived the French flag flying on Fort Louis, which is ſituated on an iſland in the midſt of the river, about twelve miles above the bar. Here the Commodore made prize of a Dutch ſhip richly laden with gum, and came to an anchor with the fleet. The enemy having got notice of the Commodore's intentions, had armed a brig and ſix ſloops with cannon, and poſted them behind the bar, to defend the entrance of the channel. Theſe gave ſome annoyance to the boats in ſounding. While this ſervice was performing, the troops, artillery, tents, ſtores, and ammunition, were put on board the ſmall craft, to be ready to proceed as ſoon as the channel was diſcovered. This being accompliſhed,

accompliſhed, the Swallow ſloop, the two buſſes, and armed veſſels, got under way on the 29th; and the wind, which generally blows down the river, chopping about, our veſſels led with a ſlowing ſail. Fortunately, the Swallow ſloop and London buſs, with moſt of the ſmall armed veſſels, got ſafe acroſs the bar, and immediately made towards the enemy's ſhips; who at firſt ſeemed reſoved to wait for them, but, on their nearer approach, fled under the guns of the fort. The London buſs and ſome veſſels with troops, all the tents, and ſome artillery, were unfortunately wrecked in croſſing the bar. Luckily no lives were loſt: the ſoldiers made for the ſhore, where they were immediately joined by their companions from the veſſels which had got ſafely over the bar. Theſe bringing ammunition and entrenching tools along with them, ſet immediately to work, and raiſed ſome entrenchments for their ſecurity againſt the natives, who appeared to be very numerous; which precaution proved unneceſſary, as inſtead of being hoſtile, they came in and ſubmitted in great numbers.

Next day, the Commodore reinforced the land-forces with a corps of three hundred and fifty ſeamen; ſoon after, the French Governor ſent two officers with a flag of truce, with terms on which he propoſed to ſurrender: a few alterations having been made by Captain Marſh and Major Maſon, the place ſurrendered. (See Note 124.) This capitulation was finiſhed the 1ſt of May; and, in conſequence of it, Captains Campbell and Walker were ſent up with a flag of truce, to ſee the articles ſigned and fulfilled. They were much retarded by the rapidity of the ſtream. At laſt, getting near a battery, they hoiſted their flag, and beat the chamade for near an hour; but no notice being taken of them, they rowed down the river again to the intrenchment; where they learnt, that the negroes on the iſland were in arms, and had blocked up the French in the fort, as they did not think themſelves properly ſecured, either in their perſons or property, by the capitulation. This was ſoon after confirmed by a letter from the French Governor to Major Maſon, informing him, that unleſs the French Director-General ſhould be permitted to remain with the natives, as a ſurety for that article of the capitulation in which they were concerned, they would allow themſelves

to be cut in pieces, rather than ſubmit. This requeſt being granted, the Britiſh forces marched for Fort Louis, attended by a number of boats. The French ſeeing them advance, immediately ſtruck their flag; and Major Maſon took poſſeſſion of the fort, in which was a garriſon of two hundred and fifty men, officers included. Ninety-two pieces of cannon were found in the fort and batteries, and ſixteen veſſels were delivered up, moſt of them laden. The effects found here, in gold, gums, goods, and prize ſhips, amounted to the value of 200,000 l. If the Governor of this place had waited only a few days longer before he made an offer to ſurrender, the enterprize muſt have been abandoned, as moſt of the requiſites for a ſiege were loſt in croſſing the bàr.

The whole country round, is one continued burning ſand, and water both ſcarce and unwholeſome. As the men had not a tent to ſhelter themſelves with, they were expoſed to the ſcorching heat of the ſun in the day, and heavy dews in the night. The climate, ſo fatal to Europeans even in better circumſtances, muſt ſoon have made ſuch havock among this little band of troops, that few would have returned on ſhipboard again; while the French were nearly as numerous as our regular troops, when they took poſſeſſion of the ſettlement.

The Engliſh had formerly ſettlements here, but were driven from them by the French, who engroſſed the whole trade from Cape Blanco to the river Gambia; a tract of land near five hundred miles in extent. The Dutch were the firſt who ſettled at Senegal, where they erected two forts. The French made themſelves maſters of them in 1678. In the year 1692, the Engliſh took them; but, in the following year, the French once more got poſſeſſion of them, and have kept them ever ſince. They built Fort Louis in 1692, which is ſituated on an iſland about twelve miles from the bar at the mouth of the river Senegal. They have eſtabliſhed ſeveral factories on the banks of this great river, particularly at Podore and Galam; the former ſituated four hundred, and the latter nine hundred miles farther up the river: all theſe were included in the capitulation. Of gum ſenega, the produce of this country, a great quantity is uſed by the Britiſh manufacturers.

ers. This valuable article being wholly in the poſſeſſion of the enemy, the Britiſh merchants were compelled to buy it at ſecond hand from the Dutch, who, knowing the importance of this commodity, exacted moſt exorbitant profits. Several very valuable articles are likewiſe brought here by the natives, ſuch as, gold-duſt, elephants teeth, hides, cotton, bees-wax, ſlaves, oſtrich feathers, indigo, ambergris and civet; ſo that Great Britain, at a very ſmall expence, and without the loſs of a man, found herſelf poſſeſſed of a moſt valuable conqueſt, which, if properly managed, may prove of the higheſt importance to her commerce, and the ſource of very great wealth. It is to be hoped, for the honour of Great Britain, that Mr Cumming, to whoſe zeal, ſagacity, and perſeverance, this important acquiſition is entirely owing, was liberally rewarded. Certainly much was due to a man, who, to ſerve the public, had not only neglected his private concerns, but hazarded his life in the execution of an enterprize he had ſo wiſely planned *.

After ſecuring the fort, batteries and ſtore-houſes, the corporation and burghers of the town of St Louis ſubmitted, and ſwore allegiance to his Britannic Majeſty. The neighbouring Princes, attended by large and uncouth retinues, vied with each other in paying their earlieſt compliments to, and in concluding treaties with, the conquerors; and the King of Legibelli, ſent an ambaſſador from his camp to Major Maſon, with preſents, compliments of congratulation, and aſſurances of friendſhip. The number of free independent Negroes and Mulattoes ſettled on the iſland of St Louis, or Senegal, amounted to three thouſand; and many enjoyed ſlaves and poſſeſſions of their own. The enemy's colonies in the Weſt Indies, ſoon felt the effects of the loſs of Senegal, as they were chiefly ſupplied with negro ſlaves from thence.

As ſoon as matters were properly ſettled at Senegal, Captain Marſh, agreeable to his orders, prepared to attack the iſland of Gorée on the ſame coaſt, about thirty leagues to the ſouthward of Senegal. Having ſent away the French garriſon for Europe, left a ſufficient land-force under Major Maſon at Fort St Louis, and ſome ſmall armed veſſels for the protection

* Mr Cumming was gratified with a handſome penſion during life.

of the trade; he ſailed with his ſquadron the 17th of May; and, on the 24th, got cloſe to the iſland of Gorée with his ſhips, having ſprings on their cables, and began a warm cannonade on the place. At firſt the enemy were much alarmed, and made but a poor defence; but, finding that the fire from the ſquadron made little or no impreſſion upon their works, they returned to their guns, and redoubled their efforts. After the ſhips had lain two hours and a half before the place, Captain Marſh was forced to make the ſignal to cut their cables and retire, their rigging, maſts, yards and hulls being conſiderably damaged; beſides having about twenty men killed, and forty wounded. This check, Adminiſtration were ſenſible, was entirely owing to the ſmallneſs of the force ſent againſt the place; and as they were determined to follow up the plan laid by Mr Cumming for ſubjecting the French ſettlements on the African coaſt, they, towards the end of the year, came to the reſolution of ſending out a ſtrong armament to accompliſh that important deſign, and which Commodore Marſh, for want of ſufficient force, was obliged to deſiſt from.

The Naſſau, Swan ſloop, and Portſmouth buſs, returned with the trade bound for England; and, ſoon after, the Harwich fell in with a private French ſhip of war, called the Comte de St Florentine, of ſixty guns. Captain Marſh exchanged ſome broadſides with the enemy, when they made off; and his rigging being much cut, he could not, with all his endeavours, overtake the enemy. Captain Marſh ſoon after ſailed for Jamaica, taking the ſhips for that iſland under his convoy; as the Rye had, ſome time before, taken the trade for the Leeward iſlands.

The ſucceſs which had attended Mr Cumming's plan at Senegal, and the advantages accruing therefrom to the commercial intereſt of Great Britain, were ſo conſiderable, that Adminiſtration were now determined to attack the iſland of Gorée, the only remaining ſettlement the French had on the coaſt of Africa. The Honourable Auguſtus Keppel, brother to the Earl of Albemarle, was pitched upon to command the ſquadron deſtined for this ſervice, which conſiſted of four ſhips of the line, one of fifty, one of forty-four guns, two frigates, a

ſloop,

ſloop, and two bomb-ketches. (See Note 125.) Commodore Keppel was ordered to repair to the harbour of Cork in Ireland, for the land-forces which were to make a part of the expedition. Theſe conſiſted of the ſecond battalion of Lord Forbes's regiment, and ſome piquets from other corps; the whole to be commanded by Lieutenant-Colonel Worge, who had lately been appointed Governor of Senegal.

The Commodore, when in Cork harbour, gave out ſailing orders and rendezvouſes for his fleet, and ſailed from thence on the 26th of October; but, by contrary winds, was forced to return to port. However, they finally ſailed on the 11th of November. The weather, as might be expected at that ſeaſon of the year, was extremely boiſterous, accompanied frequently with thick fogs. It cleared, however, in the morning of the 29th, which proved the means of preſerving the fleet from inevitable deſtruction, the coaſt of Barbary being then perceived to be cloſe under their lee. This was the more extraordinary, as, by their reckoning, they thought themſelves fifty leagues to the weſtward of it; which can only be accounted for, from the imperfect obſervations they had been able to make in the thick weather, and from a ſtrong current ſetting to the eaſtward. The ſquadron all got clear of this danger, except the Litchfield, and a tranſport; of whoſe misfortunes the reader will find a particular account in the Appendix. (See the latter part of the laſt mentioned Note.)

On the 14th of December, the ſquadron anchored in the road of Santa Cruz, one of the Canary iſlands, where they repaired all their damages; and having taken in a ſufficiency of wine, they ſailed from thence on the 20th, and on the 28th, in the morning, got ſight of the iſland of Gorée.

The Commodore ſent a frigate ahead with French colours hoiſted, with orders, as ſoon as ſhe came open with the iſland, to hoiſt a Britiſh enſign at the mizen-peak, being the French ſignal for that day, in order to deceive the enemy; but they took no notice of it. The reaſon why they did not, was, that the ſquadron had neglected to ſalute the fort: for although the ſhips had all hoiſted French colours, and the enemy were in daily expectation of a fleet from France, this omiſſion made them conjecture, that the ſhips in ſight were not friends.

The

The Commodore ſoon put the matter beyond a doubt; for, getting abreaſt of the iſland about two o'clock, he hauled down the French, and hoiſted Britiſh colours; and at three o'clock, he came to an anchor with the ſquadron in Gorée road, in eighteen fathoms water, the iſland bearing S. W. by S. about four miles diſtant.

The Saltaſh ſloop, and the tranſports having the troops on board, were ordered down to a bay between Point Gorée and Point Barrabas, it being the moſt convenient place for troops to row from, in caſe their aſſiſtance had been wanted. The Commodore loſt not a moment in putting his orders in execution; and having reconnoitred the place, he reſolved to attack it with the ſhips on the weſt ſide; not becauſe it was the weakeſt, but being the lee ſide; by which means ſuch of the ſhips as ſhould have the misfortune to have their cables ſhot away, might without any danger put to ſea, and, by beating to windward, be enabled to get into action again.

Early in the morning of the 29th, the flat-bottomed boats, manned by the ſquadron, were ſent to the tranſports, into which the troops were ordered to embark, and, when the Commodore made the ſignal for that purpoſe, to land on the iſland of Gorée.

The Commodore made the following diſpoſitions of his ſquadron: The Prince Edward he ordered againſt the north point of the iſland, and to cover the Firedrake bomb; the Naſſau led the van of the line-of-battle ſhips, and was ordered to bring up abreaſt of St Peter's battery of five guns; the Dunkirk to bring up abreaſt of a battery a little to the northward of the former; the Torbay to bring up abreaſt of the weſt point battery of five guns, and the corner of the upper fort; the Fougueux to bring up abreaſt of the mortar battery of eight guns and two mortars, and alſo to cover the Furnace bomb. As ſoon as the firſt ſhip had dropped her anchor from her ſtern, ſhe was to hoiſt a pendant from the mizen peak, as a ſignal to the ſhip immediately aſtern of her that ſhe had brought up. Thus the ſecond was to acquaint the third, and ſo on of the reſt; and the Captains were ordered not to fire a gun till each was abreaſt of her ſtation, and moored both head and ſtern.

About

About nine o'clock, the Prince Edward, and Firedrake bomb, bore down on the iſland, and began the attack. The enemy, not obſerving any ſhip coming to ſecond the Prince Edward, brought all the guns they could to play upon her.

The Commodore, obſerving that the Firedrake bomb threw moſt of her ſhells over the iſland, by overcharging their mortars, an error which thoſe on board could not perceive, he ſent an officer on board the Furnace bomb, with orders for them to avoid the ſame miſtake; by which means, moſt of the ſhells thrown by her did execution.

The Naſſau, Dunkirk, and Torbay, having at length got into their ſtations, ſoon called the enemy's attention from the Prince Edward, by a cloſe and well-directed fire. But the wind beginning to fall towards the middle of the day, the Fougueux could not get ſo ſoon to her ſtation as the other ſhips; and the Furnace bomb falling on board of her, retarded her a conſiderable time. At laſt ſhe got placed, and powerfully ſeconded the other ſhips. This cannonade was too dreadful for the enemy long to withſtand, and they accordingly ſtruck their colours.

On this the firing ceaſed, and the Commodore ſent an officer and his ſecretary to the Governor, who, before they could land, ſpoke to them from the beach, and deſired to know on what terms the Commodore propoſed he ſhould ſurrender. The officer told him, he thought he had ſurrendered, as he had ſtruck his colours. The Governor replied, that he meant it only as a ſignal for a parley. Upon being told, the Commodore was determined that the place ſhould ſurrender at diſcretion; M. de St Jean ſaid, he knew how to defend himſelf. The officer replied, the Commodore would fire one gun over the iſland, after which he might renew the attack whenever he pleaſed. Upon this, the boat returned with all ſpeed on board the Commodore; who, upon being informed of what had paſſed, fired the gun over the iſland, and made a ſignal to renew the action. The enemy fired only a few guns, when the ſhips poured their broadſides with redoubled fury on them; whereupon the enemy fled from their guns, ſtruck their regimental colours, and called for quarter from every part of the iſland. The Commodore took immediate poſſeſſion of it, by landing his marines, who hoiſted Britiſh colours on the fort.

The

The letter which Commodore Keppel wrote to Mr Secretary Pitt on this occaſion, gives a very modeſt account of a very brilliant action. It is as follows:

"SIR,

"I ARRIVED here, with the ſquadron under my command, "on the 28th of December, in the evening; and next morn- "ing, agreeable to his Majeſty's inſtructions, I attacked, with "the ſhips, the forts and batteries on the iſland of Gorée, "which were ſoon reduced to deſire to capitulate: and the "Governor's demands were, to be allowed to march the "French troops out of the garriſon with the honours of war. "His terms I abſolutely rejected, and began a freſh attack. "It was, however, of very ſhort duration, when the iſland, "forts, garriſon, &c. ſurrendered at diſcretion to his Ma- "jeſty's ſquadron.

"Lieutenant-Colonel Worge had his troops embarked in "flat-bottomed boats, in good order and readineſs, at a pro- "per diſtance, with the tranſports, to attempt a deſcent, when "it ſhould be found practicable or requiſite.

"Two days after the ſurrender of the iſland, I ordered it to "be delivered up, with the cannon, artillery, ſtores, proviſions, "&c. found in it, to the officer and troops Lieutenant-Colonel "Worge thought fit to garriſon the place with: and the Co- "lonel is taking all imaginable pains to ſettle and regulate the "garriſon in the beſt manner, and as faſt as things will ad- "mit of.

"The incloſed, Sir, is a ſtate of the iſland, with the artil- "lery, ammunition and proviſions found in the place at its "ſurrender.

"French made priſoners of war, about three hundred: "Blacks in arms, a great number, but not well enough in- "formed yet to ſay preciſely. Loſs of the enemy, as to men, "ſo very differently ſtated by thoſe who have been aſked, that "I muſt defer ſaying the number."

During the attack, many thouſand negroes lined the African ſhore, from which Gorée is but a few miles diſtant, to behold ſuch a new ſcene as floating caſtles ſubduing thoſe they had long looked

looked upon as invincible. Whilſt the ſhips were thundering againſt the iſland, their aſtoniſhment is inexpreſſible.

The loſs of men we ſuſtained in this attack, was very inconſiderable: but Lieutenant Weſt, of the Prince Edward, was very much wounded.

The joy of the nation on occaſion of this conqueſt, was in ſome meaſure damped, by the accounts of the Litchfield, and a tranſport with troops, belonging to the ſquadron, being wrecked on the coaſt of Barbary, in the Emperor of Morocco's dominions; the Britiſh being too brave and generous, not to feel for the misfortunes of their fellow-ſubjects, eſpecially when employed in the ſervice of their country. (See Note 125.)

Commodore Keppel, after eſcorting Colonel Worge to his Government of Senegal, leaving a proper garriſon there, and ſcouring the coaſt, returned with his ſquadron to England.

MEDITERRANEAN.

The command of his Majeſty's ſhips in the Mediterranean, was entruſted to Admiral Oſborne, having under him Rear-Admiral Saunders. (See Note 126.) The French Miniſtry were well acquainted with the cauſe that had hitherto enabled them to fruſtrate all our beſt-laid plans; which was no other, than taking the greateſt care to obſerve the moſt profound ſecrecy, as to the real deſtination of all their armaments; to uſe every means to draw their enemies attention from the object of their deſigns; and to be beforehand with them in all their naval and military expeditions. By ſteadily perſevering in this conduct, they had diſconcerted all our ſchemes in North America, and greatly facilitated their own. The ſucceſs they had, by diſpatching their ſquadron in the winter months, they found, from experience, gave them the beſt chance of eluding the vigilance of the Britiſh fleets; and they determined, in this reſpect, to repeat the ſame experiments this year as they had done the laſt.

A ſtrong ſquadron was therefore ordered to be got ready at Toulon, the command of which was given to M. de la Clue. (See Note 127.) This fleet left that port early in the month of December, 1757; but they could not equip ſo many ſhips

with ſuch ſecrecy as to prevent the Britiſh Miniſter from obtaining intelligence of it, who immediately put Admiral Oſborne on his guard; to whoſe alertneſs it muſt be placed, that this well laid plan of our enemies was ſo completely diſconcerted; which greatly contributed to the ſucceſs with which our arms were crowned in America. This, added to the blow he gave the French Navy, well entitled him, along with the conquerors of Louiſburg, to the thanks of the Houſe of Commons.

From the great naval preparations which were going on at all the principal ſea-ports in Great Britain, the French were certain that a blow was intended to be ſtruck at their American colonies, which if they did not ward off by ſending them very powerful ſuccours, the conſequences might prove very fatal to them. They therefore redoubled their exertions in getting the ſquadron at Toulon ready to put to ſea.

This armament was partly deſigned for the Eaſt Indies, and partly for North America, but was not to ſeparate until they had fairly attained the Weſtern Ocean; when M. de la Clue, with the largeſt ſquadron, was to proceed to the Weſt Indies, and wait there till the ſeaſon would permit him to enter the harbour of Louiſburg, which was his ultimate deſtination. From the time of the year they ſailed from the port of Toulon, joined to the tempeſtuous weather ſo common at that ſeaſon, and the long dark nights, they entertained hopes of being able to accompliſh their plan, and paſs the Straits unperceived. In this, however, they were diſappointed; for Admiral Oſborne, who had long expected them, had ſtationed his ſhips in ſuch a manner, that M. de la Clue, finding it impoſſible to elude the vigilance of the Britiſh fleet, was conſtrained to put into the harbour of Carthagena, in Spain; and had but juſt time to anchor his ſquadron in that port, when the Admiral, with his fleet, made his appearance, and blocked him up. The French Commodore, ſeeing he had not ſtrength ſufficient to come out and fight the Britiſh Admiral with any proſpect of ſucceſs, and the ſervice he was going on requiring the utmoſt diſpatch, he preſſed his Court for a ſtrong reinforcement of ſhips to be ſent him immediately, to enable him to proceed to his deſtination, without further loſs of time; ſo that, if he was conſtrained to fight Admiral Oſborne, he might do it

on

on more equal terms than at preſent. His Court ſaw clearly the juſtneſs of M. de la Clue's reaſoning; and ordered a ſquadron of five ſhips of the line and a frigate, to be got ready at Toulon with the utmoſt expedition, the command of which was given to M. du Queſne, an able and expert officer, with orders to join M. de la Clue in the harbour of Carthagena with all poſſible diſpatch. They accordingly ſailed, and two ſhips of the line had the good fortune to elude the vigilance of our ſquadron, and got into Carthagena. But it fared not ſo well with the others; for, on the 28th of February, off Cape de Gat, Admiral Oſborne perceived four ſail cloſe to his fleet at daybreak. On their not anſwering his private ſignal, he made the ſignal to chaſe them; whereupon, the largeſt of the four ſhips made a ſignal, when the three others immediately ſet all the ſail they could crowd, and ſteered different courſes. The Admiral detached ſhips after each of them. About ſeven in the evening, the Revenge got cloſe up with the one ſhe chaſed, and began a very warm engagement, which laſted about thirty-eight minutes, when the Berwick coming up, and firing a broadſide into her, ſhe ſtruck. She proved to be the L'Orphée of ſixty-four guns, and five hundred and two men, commanded by M. d'Herville: the enemy had twenty-one men killed, and eighty-nine wounded. Captain Storr of the Revenge, fearing the enemy might reach the harbour of Carthagena before they could be brought to an action, was obliged to engage them at a great diſadvantage, having too much ſail ſet; by which means, he had thirty-two men killed, and fifty-four wounded. Among the latter were Captain Storr, who loſt the calf of one of his legs; Mr Mountford, the firſt Lieutenant, and ſixteen men. The enemy were within two leagues of Carthagena, when they ſtruck.

The Monmouth, Swiftſure, and Hampton-Court, went in purſuit of the largeſt ſail. About eight in the evening, the former (having run her comrades out of ſight), got up with the chaſe, and began a cloſe and well directed fire. Soon after the action began, Captain Gardiner received a wound; but, as it was of no great conſequence, he kept the deck, and was encouraging his people, when he received a ſecond, by a muſket-ball in the forehead, which proved fatal to him. Lieutenant Carket then took the command of the ſhip, and conti-

nued the action with uninterrupted vigour. At nine o'clock, the Monmouth's mizen-maſt was ſhot away; upon which, the enemy gave three cheers. Soon after, the ſame misfortune befel themſelves, on which, the Monmouth's people failed not to return the compliment. About ten o'clock, the enemy loſt their main-maſt; when our people once more gave them three cheers, and continued the action with great briſkneſs, till half an hour after twelve, when the enemy's fire greatly ſlackened; and ſoon after was quite ſilent. At this time, the Swiftſure came up. Captain Stanhope hailed them to know if they had ſtruck. The only reply to this, was a volley of ſmall arms, accompanied by a few guns; on which, Captain Stanhope poured one broadſide, and the greateſt part of another, into them, when they ſurrendered. She proved to be the Foudroyant of eighty-four guns, and eight hundred men, commanded by M. du Queſne, Chef d'Eſcadre, who, with great politeneſs, preſented his ſword to Lieutenant Carket. The enemy had one hundred men killed, and ninety wounded. The Monmouth had twenty-eight men killed, and ſeventy-nine wounded.

Never was a more gallant action: and it was the opinion of every one, that Lieutenant Carket would have compelled the enemy to ſtrike, notwithſtanding the great diſparity of their force, even if the other ſhips had not come up. The Admiral was ſo highly pleaſed with his conduct, that he preſented him with the command of the Foudroyant *, which was ſoon after purchaſed by Government, and added to the Navy.

The Monarch and Montagu drove the Oreflame of fifty guns aſhore, under the caſtle of Aiglos; and had it not been for violating the neutrality of the coaſt of Spain, would have entirely deſtroyed her. The Pleiade of twenty-ſix guns, got away by outſailing our ſhips.

Rear

* The Foudroyant, when meaſured at Gibraltar, was, from her ſtern to her taffarel, one hundred and eighty-five feet three inches; length of her keel, one hundred and fifty-ſix feet; and her extreme breadth, fifty feet. By this meaſure, ſhe was found to exceed the length of our firſt rates by twelve feet, and to be nearly of the ſame breadth with them. Her weight of metal, was twenty-four and forty-two pounders; whereas the Monmouth's was only twelve and twenty-four pounders. She had braſs guns all abaft the main-maſt. The Orphée had many braſs guns likewiſe. In the above action, the Monmouth expended eighty barrels of gun powder, which was near four tons; and one thouſand five hundred and forty-ſix round, five hundred and forty grape, and one hundred and fifty-ſix double-headed ſhot.

Rear Admiral Broderick being ordered to the Mediterranean, to relieve Rear Admiral Saunders, ſailed from Spithead in his Majeſty's ſhip Prince George, of eighty guns, with the Glaſgow frigate, and Alderney ſloop, having under his convoy the trade for Liſbon and the Straits. On the 13th of April, in latitude forty-eight, the Prince George unhappily took fire, about half paſt one in the afternoon, and continued burning with great violence till near ſix in the evening, when ſhe ſunk. The following letter from Dr Sharp, the chaplain of the Prince George, dated on board the Glaſgow, off Liſbon, April 20th 1758, will give the reader a particular account of this very melancholy affair.

" I doubt not but you are already greatly ſurprized at read-
" ing from whence I date my letter; but much more will you
" be when you hear the cauſe of it. I beg you would arm
" yourſelf, to read the moſt diſmal and melancholy ſtory that
" ever was related. Indeed it is not in the power of tongue
" to expreſs, or pen to deſcribe, the miſerable ſpectacle I was
" witneſs to. For on Thurſday the 18th inſtant, at half an
" hour paſt one, afternoon, word was paſſed into the ward-
" room by the centry, that the fore part of the Prince George
" was on fire. The Lieutenants ran immediately forward,
" and myſelf, with many others, went directly on the quarter
" deck, when we found the whole ſhip's company was alarm-
" ed. The pumps were handed out, the fire engine and buc-
" kets carried forward, and every immediate remedy applied.
" The Admiral with Lieutenants on watch, kept the quarter-
" deck, from whence he ſent ſuch orders, as he thought moſt
" expedient for the preſervation of the ſhip, and the ſouls in
" her. Captain Peyton, and the other Lieutenants, on dili-
" gent ſearch, found that the fire broke out firſt in the boat-
" ſwain's ſtore-room. To this place large quantities of water
" were applied; but all in vain; for the ſmoke was ſo very
" great and hot, that the poor creatures could not get near
" enough for the flames, for their labour to have any effect.
" On which Captain Peyton ordered ſcuttles to be made, that
" the water might be poured in by that means; but here he
" was defeated likewiſe, for only two carpenters could be
" found, and they had nothing to work with for a long time
" but a hammer and chiſſel each. The lower-deck ports were

" then

" then opened, but the water that guſhed in from them, was " not ſufficient to ſtop the violence of the flames. He order- " ed, likewiſe, the powder room to be wetted, leſt the ſhip " ſhould immediately be blown up, and every ſoul in her pe- " riſh in an inſtant. This had the deſired effect; and for ſome " minutes we had a glimmering hope of ſaving the ſhip. I " mention the above particulars, as I was below myſelf, work- " ed with the men as long as I could ſtand it, went up for air, " and returned again inſtantly, and conſequently an eye-wit- " neſs: therefore declare them as facts. The fire ſoon in- " creaſed, and raged violently aft and on the larboard ſide; and " as the deſtruction of the ſhip was now found inevitable, the " preſervation of the Admiral was firſt conſulted. Captain " Peyton came on the quarter-deck, and ordered the barge " to be manned, into which the Admiral entered with near " forty more; for now there was no diſtinction, every man's " life, was equally precious. The Admiral finding the barge " would overſet, ſtripped himſelf naked, and committed him- " ſelf to the mercy of the waves; and after toiling a hour in " reſiſting the violence of the waves, he was taken up by a " merchantman's boat. Captain Peyton kept the quarter deck " an hour after the Admiral left it, when he happily got in- " to a boat from the ſtern ladder, and was put ſafe on board " the Alderney ſloop. I muſt be deficient to paint the me- " lancholy ſcene that was now before me; ſhrieking, cries, " lamentations, bemoanings, raving, deſpair, and even mad- " neſs itſelf, preſented themſelves. It was now high time to " think of taking care of myſelf. I looked to every part of " the ſhip for my preſervation, and ſoon ſaw three boats a- " ſtern of the ſhip. I went immediately to my cabin, and of- " fered up my prayers to God, particularly thanking him for " giving me ſuch reſolution and compoſure of mind; then " jumped into the ſea from one of the gun-room ports, and " ſwam to a boat, which put me ſafe on board the Alderney " ſloop. There are three hundred people ſaved; the princi- " pal of which, are, the Admiral, Captain Peyton, Lieutenants " Durell, Bell, Baird, and Cannan; Mr Hardy, purſer, Dr Sharp, " chaplain, Mr Broughton, maſter, Meſſrs Higgins and Zobell, " lieutenants of marines, Mr Flum, boatſwain, Meſſrs Pen- " ton, Pemberton, and Baynes, paſſengers; Meſſrs Hutchinſon,

" Palmer,

" Palmer, Ogue, Moore, Matthews, Smith, Forreſter, Hart-
" ley, Rogers, Simmons, Morris, Carſton, Hale and Short,
" petty officers. We had ſaved near the whole ſhips crew,
" had the merchantmen behaved like human creatures; but
" they kept a long way to windward the whole time; and, to
" their greater ſhame be it ſpoken, inſtead of ſaving the men
" that ſwam to their boats, they were employed in taking up
" geeſe, fowls, tables, chairs, and whatever elſe of that kind
" came near them."

All the letters wrote on this occaſion, were full of the moſt terrible ſcenes of diſtreſs. It is to be lamented, that the merchantmen were not more attentive to the ſaving of the men; but they were ignorant that any precautions had been taken to prevent the ſhip from blowing up, and were afraid to venture too near, leſt they ſhould involve themſelves in the ſame diſtreſs, eſpecially as the guns of the Prince George, as they heated, went off.

From the beſt accounts, the following ſeems to be the trueſt ſtate of the numbers ſaved and loſt:

715	Complement.	260	Saved.
30	Paſſengers.	485	Loſt.
745	Total.	745	Total.

Admiral Broderick, having collected all the men ſaved, and put them on board the Glaſgow frigate, proceeded to Gibraltar, where he relieved Rear-Admiral Saunders, who ſoon after ſailed for England in the Montagu, with the Revenge, the two prizes the Foudroyant and Orphée, and arrived at Spithead the 5th of July. Admiral Oſborne having blocked up the French in the harbour of Carthagena, till it was too late for them to proceed on their reſpective deſtinations, and his large ſhips being moſtly foul, he proceeded to Gibraltar to refit, ſtationing his frigates in ſuch a manner, that ſhould the enemy perſiſt in coming out, he might have timely notice of their approach, and intercept them. But as ſoon as Admiral Oſborne left the coaſt of Spain, they returned to Toulon. The command of his Majeſty's fleet on this ſtation, ſoon after devolved on Rear-Admiral Broderick. Admiral Oſborne, on account of bad health, ſailed in the St George for England, taking with him ſome other ſhips, and the trade that was ready, and arrived at Spithead the 21ſt of July.

July. The thanks of the Houſe of Commons, were tranſmitted to Admiral Oſborne in a very elegant letter from the Speaker to him; to which he returned the following anſwer:

"SIR,

"I want words to expreſs the honour the Houſe of Commons has been pleaſed to confer upon me, and only hope, that you, Sir, will be as gracious to me, in repreſenting my gratitude to that auguſt Aſſembly, as you have been in acquainting me with their favourable acceptance of my ſervices. I have done no more than my duty. I have been only the humble, though happy inſtrument, of executing the wiſe meaſures directed by his Majeſty.

"I have no title to any glory, but what is common to me as a ſeaman, and as an Engliſhman zealous for the ſervice of my country, which is pleaſed to reward me with this inſtance of their approbation. From the ſituation of my health, Sir, I can flatter myſelf of having but few opportunities of employing the remainder of my life in the grateful exertion of my abilities for the honour and intereſt of my country. But as the Houſe of Commons is ſo glorioufly watchful to encourage the greateſt merit, by rewarding the leaſt, England can never want good officers; and, however honoured I am by this diſtinction, may my ſervices be the moſt inconſiderable that ſhall be thus honoured.

"I am, with the greateſt reſpect, Sir,

"Your moſt obedient, and

"*December 8th*, 1758. "Moſt humble ſervant,

"HENRY OSBORNE."

The few frigates that could be ſpared from blocking up the French ports, and ſailing as convoys to our trading veſſels, had tolerable ſucceſs againſt the enemy.

The Ambuſcade, took five of their ſhips from Turkey, and a ſnow from Marſeilles.

The Lyme, took a French ſhip from Syria, valued at 40,000 l.

The Fortune ſloop, took a ſhip with proviſions and ſtores, for Canada.

The Rainbow and Deal-Caſtle men of war, with the Enterprize privateer, took three rich ſhips from the Levant.

The

The St Alban's and Favourite ſloop, took the Loire, a French man of war, of thirty-ſix guns, but pierced for forty-four, having upwards of a thouſand tons of proviſions on board: and two polacca's, with ſtores and ammunition for Martinico.

In the month of January, the Monmouth, Captain Gardiner, took a privateer of eighteen guns, and one hundred and forty-three men.

The Monmouth, when commanded by the Honourable Captain Hervey, and the Lyme; being on a cruize, fell in with a French frigate, called La Roſe, of thirty-ſix guns, and three hundred men; to which he immediately gave chaſe. The enemy finding they could not eſcape, run the ſhip aſhore on the iſland of Malta, where the crew abandoned her; on which Captain Hervey ſet her on fire.

The Favourite, ſloop, took the Gronyard from St Domingo, mounting twenty-ſix nine pounders, and one hundred and thirty men, after an obſtinate engagement: ſhe was laden with ſugar, coffee, cotton, indigo, tortoiſeſhell, and drugs, to a very great amount. Alſo, a ſhip richly laden from Martinico.

The Antelope of London, a letter of marque, took the St Roche, a French letter of marque, of ſeven hundred tons, from St Domingo for Marſeilles, a very valuable prize: ſhe had on board a ranſomer for the Antigua Merchant, for 3,333 guineas.

The Deal-Caſtle, letter of marque, took four veſſels on the coaſt of Provence.

The Liverpool, letter of marque, took a privateer of ſixteen guns, and two hundred men.

TRANSACTIONS AT AND NEAR HOME.

HAVING given a very particular account of all the diſtant operations that fall within the plan of theſe Memoirs, it now becomes neceſſary for us to ſpeak of the naval and military tranſactions at or near home. Although the Miniſter, at the beginning of this year, had not fallen in with the ſcheme of ſending over a body of Britiſh troops to Germany, to act in concert with

the forces of our other allies under the command of Prince Ferdinand of Brunſwick: yet he reſolved to aſſiſt and co-operate with them, as far as lay in the power of our navy to effect.

A large body of French and Auſtrian forces had ſeized on the city of Embden, belonging to the King of Pruſſia (See Note 128.), where they were guilty of great exceſſes, and levied heavy contributions. Moſt of the ſupplies for the garriſon came down the river Ems. The cutting off entirely of this means of ſupport, or at leaſt greatly interrupting it, might compel the enemy to evacuate, not only the city, but all the Pruſſian territory dependent on it. For this purpoſe, a ſquadron of ſmall ſhips of war was ſent thither, under Commodore Holmes. The manner in which he performed this important ſervice, cannot be better deſcribed, than in the following letter from him to Mr Cleveland, Secretary to the Lords Commiſſioners of the Admiralty.

"*Seahorſe, at anchor off Embden,*
"*March* 21. 1758.

"SIR,

"IT is with the greateſt pleaſure that I acquaint my Lords "Commiſſioners of the Admiralty, of the ſucceſs of his Ma- "jeſty's ſhips in this river. The enemy had not ſuffered the "buoys to be laid this year, thinking to obſtruct any attempts "for the recovery of Embden by ſea. It was therefore with "equal ſurprize and concern, that they obſerved the arrival of "his Majeſty's ſhips Seahorſe and Strombolo: and after hav- "ing doubled the number of their workmen upon the batteries "they had begun, they ſet about raiſing three more with all "expedition towards the ſea, expecting to be attacked from "that quarter.

"On the 17th, the Seahorſe and Strombolo anchored be- "tween Delfziel and Knok; and on the 18th, they came to "their ſtation between Knok and Embden, by which the ene- "my ſaw themſelves cut off from all communication down the "river. They continued working on their batteries towards "the ſea; but, at the ſame time, made all the neceſſary pre- "parations for evacuating the place.

"The

" The garriſon conſiſted of French foot and horſe, of differ-
" ent regiments - - - - 2500
" Auſtrian foot, of the regiments of Prince Charles of
" Lorraine, and Colonel Van Pflatz - 1100
" Two companies of artillery - - 120

" Total 3720

" On the 19th, at ſix in the morning, the French troops " were under arms, and marched out of the town before " night. And on the 20th, the Auſtrians began their march " at nine in the morning. About noon, and not before, I had " notice of theſe operations, and that they had been tranſport- " ing their baggage and cannon up the river, in ſmall veſſels, " over night, and that one of them was lying round a point " of land, at ſome diſtance from us, to go up by next tide: " ſo ſoon as we could ſtem the tide, I diſpatched the armed " cutter Acrias, and two of the boats, in purſuit of the ene- " my. They came up with the veſſel we had intelligence of, " and took her. I reinforced them by another boat; and the " whole detachment, commanded by Captain Taylor, conti- " nued the chaſe up the river. The enemy, at this time, " lined both ſides of it, and gave the firſt fire on the boats, " who were then coming up with three of their armed veſſels. " The fire was briſkly returned on our ſide; and in ſight of " their army, and under their fire, Captain Taylor came up " with one of them, attacked her, run her aground, and car- " ried her, after ſome firing on both ſides. The officers and " men left the veſſel to recover the ſhore; in attempting of " which, ſome of them were dropt by the fire from the boat. " The other two veſſels, which had cannon on board, got " clear, under favour of the night, and cover of their army.

" The firſt veſſel taken, had the ſon of Lieutenant-Colonel " Schollheins, of Prince Charles of Lorraine's regiment, and " one corporal and one pioneer on board, with ſome baggage " belonging to his father. There was ſome money found, " which, partly from the ſpecie, and partly from the manner " of its being made up, was concluded to be pay for the " troops, and therefore detained, together with the corporal

" and pioneer, and all the little implements of war they had " with them. As for the Lieutenant-Colonel's ſon, he is but " a boy, and not of an age to be regarded as an enemy; for " which reaſon I have ſent him aſhore, to be returned to his " father, with all his and his father's things; and have wrote " to his father, upon his giving me his honour that the money " is truly his private property, it ſhall be returned.

" The other veſſel that was taken, had on board Major de " Bertrand; M. Van Longen, Commiſſary of War; M. Tra- " jane, Adjutant de la Place; M. le Bouffe, Lieutenant of " Artillery, and a guard of private men; with three hoſtages " which they carried off from Embden, viz. Eodo Wilhelm " zur Michlen, Doctor of Laws, Preſident of the College de " Quarantes, and Adminiſtrator of the Royal and Provincial " College at Aurich; Baron Van Hane of Leer, Adminiſtra- " tor of Leer.

" M. Eodo Wilhelm zur Michlen received a ſhot in the veſ- " ſel during the ſcuffle, but it is not dangerous. From him I " had the account already given to their Lordſhips, of the " happy effect the preſence of his Majeſty's two ſhips have " produced, by occaſioning the ſudden evacuation of the ene- " my out of the town of Embden."

We have inſerted the whole of Commodore Holmes's letter, that the reader might ſee with how much alacrity he executed the ſervice entruſted to him; as likewiſe, that generoſity and ſpirit which ſo nobly diſtinguiſhes almoſt all thoſe perſons who hold any rank in our ſervice.

Mr Pitt, who had always the beſt information concerning the enemy's deſigns, received very early advice, that a conſiderable ſquadron of ſhips were fitting out by the French, intended to eſcort a large fleet of merchant veſſels, with troops and ſtores on board, and ſoon expected to ſail from the Iſle of Aix for their American colonies. Theſe preparations did not eſcape the Miniſter's notice, as he was convinced, the ſtriking of a ſucceſsful blow at this armament would in a great meaſure inſure ſucceſs to our plan of operations on the other ſide of

of the Atlantic. This important ſervice was entruſted to Admiral Hawke, who ſailed from Spithead the 11th of March with a ſtrong ſquadron. (See Note 129.) Sir Edward, on the evening of the 3d of April, made the light of the Baleines on the Iſle of Rhée; and at three next morning, made ſail towards Baſque road. At day-break, he diſcovered a number of veſſels, eſcorted by three frigates, a few leagues to windward, to which he gave chaſe; but the wind baffling, they all got into St Martin's in the Iſle of Rhée, except one brig, that was run aſhore and burnt by the Huſſar. By four in the afternoon, the Admiral diſcovered the enemy's ſhips, lying off the Iſle of Aix. Their force was as follows:

Floriſſant - -	74 guns
Sphinx - - -	64
Hardi - - -	64
Dragon - -	64
Warwick - - -	60

Beſides ſix or ſeven frigates; as alſo, forty merchant ſhips, having three thouſand troops on board.

At half an hour after four, the Admiral made the ſignal for a general chaſe. At five, the enemy began to cut and ſlip their cables, and run in great confuſion. At ſix, their Commodore made off, when the headmoſt ſhips were within gunſhot and a half of him. By this time, many of the enemy's ſhips were on the mud; but as there was not a ſufficient depth of water for our ſhips to follow them, and night coming on, the Admiral made the ſignal to come to an anchor abreaſt of the Iſle of Aix.

Next morning, the enemy's men of war were diſcovered aground, and almoſt dry, about four or five miles diſtant; many of the merchantmen, and ſeveral of the men of war, being on their broadſides. As ſoon as the flood made, the Admiral put the beſt pilots on board the Intrepid and Medway, and ſent them a gunſhot farther in, where they anchored; and ſounding a little ahead, at high water, they found but five fathoms, of which the tide riſes eighteen feet.

The whole day the enemy were extremely buſy in getting their ſhips out of danger, being apprehenſive that ſome fire-

ſhips

ſhips would be ſent to deſtroy them. They therefore ſent launches and men from Rochefort, who were employed in carrying out warps to drag the ſhips through the mud, as ſoon as they ſhould be water-borne. In the mean time, they threw overboard their guns, ſtores, and ballaſt, and were even ſeen heaving water out at their ports. By the evening of the 4th, ſome of their men of war got as far as the mouth of the Charante. The merchant ſhips were aground towards the Iſle Madame. Our frigates cut away above eighty buoys laid on their anchors, and what they had thrown overboard.

On the 5th, the Admiral ſent one hundred and fifty marines aſhore to the Iſle of Aix, under the command of Captain Ewer, who effectually deſtroyed the new works which the enemy had erected there. As ſoon as he had effected this, he re-embarked again, preſerving good order, and giving no diſturbance to the inhabitants.

The Admiral ſailed on the 6th; and next day ſpoke with a neutral veſſel from St Martin's; by whom he learned, that the convoy he had chaſed on the 4th, was laden with ſtores, proviſions, &c. for America, and, when joined by ſome ſhips from Bourdeaux, were to have proceeded on their voyage, under convoy of the men of war which lay off the Iſle of Aix.

Thus this formidable armament of the enemy, if not totally overthrown, was nearly the ſame in effect; as, before the ſhips could be repaired, and the ſtores and proviſions which had been deſtroyed could be replaced, the ſeaſon would have been too far advanced to have anſwered the end propoſed; and this early and well-timed blow given in Europe, greatly facilitated the conqueſt of Cape Breton and its dependencies.

On the 7th of April, the Eſſex, of ſixty-four guns, commanded by Captain John Campbell, and the Pluto fireſhip, commanded by Captain James Hume, being on their way to join Sir Edward Hawke, fell in with twelve ſail of the enemy's merchant ſhips, eſcorted by the Galathée frigate of twenty-two guns, bound to Quebec from Bourdeaux. They had the good fortune to take the frigate, a letter of marque of twenty guns, and one other ſhip of the convoy; but the brave Captain Hume was unfortunately killed in engaging the letter

of

of marque. Two more of the above fleet were afterwards taken by his Majeſty's ſhips the Antelope, and Speedwell ſloop.

The Miniſter having determined on another expedition to the coaſt of France, for this purpoſe a large body of infantry was early aſſembled in the iſle of Wight, the command of which was conferred on Lieutenant General the Duke of Marlborough, having under him Lieutenant-Generals Lord George Sackville and the Earl of Ancrum, Major-Generals Waldegrave, Moſtyn, Dury, Boſcawen, and Granville Elliot, and Brigadier-General George Auguſtus Elliot (afterwards Lord Heathfield). The troops in the Iſle of Wight were to be joined by ſome troops of light dragoons, commanded by Brigadier-General Elliot, encamped near Portſmouth; a large train of heavy and field artillery, with howitzers, and mortars; and a detachment of four hundred men from the royal regiment of artillery, (See Note 130.). The whole army amounted to fourteen thouſand men, and was divided into five brigades, each commanded by a Major-General.

The warlike genius of Britain ſeemed now to be rouſed. Reſolved to wipe out the many ſtains which our arms had received ſince the commencement of this war; our youth of fortune and family ſeemed to vie with each other who ſhould be foremoſt in the ſervice of their country: for the Lord Viſcount Downe; Sir James Lowther, Baronet; Sir John Armitage, Baronet; Norborne Berkeley; Francis Blake Delaval, Eſquires, and others, accompanied the Duke of Marlborough as volunteers.

The naval part of this expedition was compoſed of two ſquadrons. That which was deſigned to co-operate with the troops, conſiſted of a few ſhips of the line, with a number of frigates and ſloops of war, bomb-ketches, and other veſſels. This was put under the command of the honourable Captain Richard Howe, a nobleman, every way equal to ſuch an important charge, and not more diſtinguiſhed by his rank, than by his abilities and courage. The other ſquadron was compoſed of upwards of twenty ſhips of the line; the command of which was given to Lord Anſon, having under him Admiral Sir Edward Hawke. The intention of this laſt ſquadron was, to cruize off Breſt, and in a manner to cover the leſſer

one

one under Commodore Howe, and to prevent the enemy from ſending any fleet capable of diſturbing his operations.

The great object of the whole, was, not only to oblige France to withdraw a part of her troops from Germany, which would afford effectual ſuccour both to the King of Pruſſia, and Prince Ferdinand of Brunſwick; but alſo, the deſtruction of the enemy's marine, and ſea-ports on the Britiſh channel, whence their privateers had ſallied, and done much miſchief to our trade. The profound ſecrecy with which the deſtination of this armament was kept, filled the enemy with moſt dreadful apprehenſions. They had few troops at home, and an immenſe length of ſea coaſt to defend. Being conſcious how vulnerable they were on this ſide, which the expedition againſt Rochefort had evinced to all Europe, they were diſtracted how to poſt the troops they had, from the uncertainty where the ſuſpended blow was to fall.

The ſquadron under Commodore Howe, conſiſted of one ſhip of the line, four of fifty guns, ten frigates, five ſloops, two fire-ſhips, and two bomb-ketches. (See Note 131.) The errors obſervable in the former expedition to the coaſt of France, were now endeavoured to be rectified. The failure againſt Rochefort, was in ſome meaſure attributed to the want of proper boats to land a ſufficient number of troops at once, that would either force the enemy from any entrenchments they might have thrown up, or enable them to maintain their ground, till a ſecond debarkation could be made to ſuſtain them. To obviate this formidable obſtacle, flat-bottomed boats were built, on a new conſtruction. They were rowed by twelve oars, contained ſeventy ſoldiers, and only drew two feet of water: each of the frigates carried one of theſe, as did moſt of the largeſt tranſport veſſels. Every thing being now ready; the 24th of May the embarkation began, and by the 27th, the troops were all on board, and rendezvouſed at Spithead. Great were the expectations of the nation from this armament; which, from the number and fineneſs of the ſhips, exhibited one of the grandeſt ſcenes ever beheld at Spithead. The wind becoming favourable on the 1ſt of June, early in the morning Lord Anſon made the ſignal to weigh, and, ſoon after, Commodore Howe's ſquadron weighed likewiſe. As

the

the former ſteered to the weſtward, and the latter directly acroſs the channel, the two ſquadrons were ſoon out of ſight of each other.

We ſhall now follow Commodore Howe, and give a complete narrative of the operations of this part of the grand expedition, before we treat of the other part under Lord Anſon. Scarce had they left the Engliſh ſhore, when it began to blow hard; but the gale being favourable, the Commodore thought it neceſſary, about midnight, to make the ſignal to lay-to, leſt they ſhould run too cloſe with the French coaſt before morning. At ſix in the morning of the 2d, the fleet made ſail, and, by eight, had ſight of Cape La Hogue. From the rapidity of the tides in the race of Alderney, and frequent calms, the Commodore was often obliged to come to an anchor. As he was now in full view of the coaſt, the enemy were ſufficiently alarmed; and, from the courſe he ſteered, could eaſily gueſs at the place of his deſtination. At laſt, on the 5th, the whole fleet ſtood in for Cancale-bay, about two leagues to the eaſtward of St Malo. At eight o'clock, the Commodore made the ſignal for the ſhips having grenadiers on board, to make ſail. At eleven, the Commodore, the Duke of Marlborough, and ſome more general officers, went, in a cutter, to reconnoitre the ſhore, and were fired at from a ſmall battery in the bay. By two o'clock, the whole fleet came to an anchor, when the ſignal was made for all the ſhips having flat-bottomed boats on board, to hoiſt them out.

Immediately the grenadiers, with the brigade of foot-guards, embarked on board them, and rendezvouſed under the ſtern of the Eſſex. Some infantry, with a few horſe, appearing on the hills to oppoſe the deſcent, the Commodore ſhifted his broad pendant to the Succeſs, and, with the Roſe, Flamborough, and Diligence ſloop, ſtood towards the ſhore to cover the landing of the troops, clear the beach, and ſilence the battery, which conſiſted of two twenty-four pounders, and one twelve pounder. This ſervice, by the briſkneſs of his fire, he effectually performed, making at the ſame time the ſignal for the troops in the flat-bottomed-boats, commanded by Lieutenant General Lord George Sackville, and Major Generals Moſtyn

and Dury, to puſh for the ſhore. This was inſtantaneouſly obeyed; and, under cover of the fire from the frigates, they landed in the greateſt order, and formed on the beach without any loſs, notwithſtanding about one hundred of the enemy kept up a fire on the troops, from a high hill behind the village of Cancale. On the approach of the grenadiers of the twentieth regiment, however, they fled. The flat-boats immediately returned on board the tranſports, and a ſecond debarkation was made before dark, who, joining the firſt, the whole took poſt on a hill, and lay on their arms all night.

The Marquis de Landal, Intendant of the coaſt, who had come to reconnoitre our poſition, falling in with an advanced party, was deſired by Lord Viſcount Downe, to ſurrender; but, truſting to the fleetneſs of his horſe, he refuſed to do ſo; on which he was fired at, and both himſelf and his ſervant were killed. The 6th was entirely taken up with landing the remainder of the army, tents, baggage and ſtores, together with the light-horſe and field artillery. On the landing of the troops, the affrighted inhabitants of Cancale fled from their houſes, which ſome ſtraggling ſoldiers and ſailors plundered; but the Duke of Marlborough, was no ſooner informed of this, than he cauſed the offenders to ſuffer condign puniſhment on the ſpot. By day-break on the 7th, the whole army ſtruck their tents, except the third brigade, under the command of Major General Boſcawen, and marched off in two columns; the firſt headed by the Duke of Marlborough and Lord George Sackville, the ſecond by the Earl of Ancrum. They took different routes; and although both columns were preceded by a large corps of pioneers, and had but two leagues to march, it was ſix in the evening before they arrived in the neighbourhood of St Malo, (See Note 132.), where they encamped, with the village of Paramé (which was made the head-quarters) in front, while the village of St Servand covered the left flank.

During the time that the army were pitching their tents, the Commander in Chief, eſcorted by a party of light-horſe, and the piquets of the army, went to reconnoitre the town, and advanced pretty near to it. On perceiving the light-horſe, the enemy fired from the ramparts, but with little execution. While on this ſervice, the Duke of Marlborough

tough perceived, that a number of ſhips and houſes, filled with naval and military ſtores, at St Servand and Solidore, (two ſuburbs to St Malo), were not protected by the cannon of the city, and might be eaſily ſet on fire. He therefore, on his return to the head-quarters, gave orders for a detachment to march on this ſervice. This, as ſoon as it was dark, was moſt effectually performed; and, about midnight, was beheld one of the grandeſt ſcences of conflagration that imagination can form. Upon this occaſion there were deſtroyed,

AT SOLIDORE,

1 ſhip of 32 guns, never at ſea, completely rigged.
3 - 20 new
1 - 20 old
1 ſloop 12
2 ſhips 16
} All theſe had maſts, yards, rigging, and a conſiderable quantity of ſtores on board.
1 - 30 juſt laid on the ſtocks, the keel and timber all burnt.
5 merchant ſhips, two of them new.
6 ſloops.

AT ST. SERVAND,

1 ſhip of 50 guns on the ſtocks,
1 - 36
1 - 22
1 - 18
} King's ſhips.
62 merchant ſhips, and many ſmall craft.

In the ſtore-houſes were great quantities of pitch, train-oil, roſin, plank, deals, &c. &c., which were all conſumed, together with every ſhip in the harbour, one only excepted, a privateer of thirty-ſix guns, which, being afloat, could not be got at. The damage done to the enemy on this occaſion, was moderately calculated at 800,000 l., excluſive of the advantage that conſequently accrued to our trade, by ſuch a heavy ſtroke given to the enemy's privateers.

The 8th, a battalion of foot-guards, commanded by Colonel Cæſar, was detached to Doll, a ſmall city about twelve miles from St Malo. The Colonel had orders to reconnoitre the country, ſcour it of any of the enemy's parties, and to try to gain ſome intelligence. Colonel Cæſar met with no obſtruction on his march; was politely received at Doll; paid for every thing the troops had, and returned to camp next day.

The general officers and engineers, having carefully reconnoitred the city of St Malo, found it a place of ſo much ſtrength, as not to be carried by a coup-de-main, although incapable of holding out any length of time againſt a regular ſiege. From its ſituation and natural ſtrength, however, it could reſiſt any attack which they had time to form againſt it; for, before the heavy cannon and mortars neceſſary for ſuch ſiege could be landed and tranſported to the army, and approaches and batteries made, a much ſuperior army would undoubtedly be aſſembled againſt them. They therefore judged it expedient to return to Cancale-bay, and re-embark the troops as ſoon as poſſible.

The third brigade, whom the Duke of Marlborough had left encamped on the heights of Cancale, had not been idle during the abſence of the army; having, in this interval, erected a fortification for the whole to have retired to in caſe of need. The ground on which it was erected, was moſt judiciouſly choſen; its whole extent did not exceed eleven hundred paces, in which was an entrenchment, two redoubts, a horn-work, and two batteries; the whole ſo maſterly conſtructed, that the army could have re-embarked with the utmoſt ſafety, even if the enemy had aſſembled a much ſuperior force to have obſtructed them.

On the 10th, the army decamped from before St Malo, and marched to their ground within the lines at Cancale. On the 11th, the embarkation commenced; and, in the courſe of next day, it was completed. Our loſs to this time from the day of landing, did not exceed thirty men. The coaſt about Granville was next reconnoitred, and orders given for the grenadiers to complete their ammunition, and hold themſelves in readineſs to land; but this deſign was ſoon laid aſide, the coaſt here being too much alarmed to hope for ſucceſs, and the object too inconſiderable to riſk the loſs of men or time upon it.

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The fleet, by reaſon of an adverſe wind, was unable to leave the bay of Cancale before the 21ſt. After repeated attempts, they once more got to ſea, where the troops were joined by their reconvaleſced men from the iſle of Wight, under convoy of the Iſis, Captain Wheeler. On the 23d, the fleet made the iſle of Wight; but the wind changing, they ſhaped their courſe once more for the coaſt of France; and, on the 26th, were cloſe in with Havre de Grace. The flat-boats were ordered to be hoiſted out, and every thing made ready for a deſcent. But, after the coaſt had been ſufficiently explored by the Duke and the Commodore, it was found, that the enemy were ſo well prepared for reſiſtance, that, on the 29th, the whole fleet bore away before the wind for Cherburg, where they came to an anchor, about two miles from the town. The enemy fired on the tranſports from ſeveral batteries, but did no execution. Every thing was now got ready for a deſcent; but a ſtrong gale of wind ſpringing up, and blowing directly upon the ſhore, occaſioned ſo great a ſurf, that the landing of the troops became extremely hazardous, if not impracticable. The gale continued increaſing, ſo that ſeveral of the tranſports drove from their anchors, and got foul of each other. The whole fleet was expoſed to much danger; the proviſions were almoſt expended, as was the hay for the horſes; and the ſoldiers, from being too much crowded on board the tranſports, were beginning to grow ſickly. Theſe conſiderations induced the Commanders to defer the enterprize againſt Cherburg for the preſent, and return to England. Accordingly, next morning, the fleet weighed anchor, and, on the 1ſt of July, arrived at Spithead; and, a few days after, the troops occupied their former ground near Newport. When the fleet appeared off Cherburg, the Guirland, a French frigate of twenty-two guns, was in the road; which, on the approach of our ſhips, had ſlipped her cable, and ſtood out to ſea. She was immediately purſued by the Renown, who came up with, and engaged her for ſome time, and, on the Rocheſter's firing a few ſhot at her, ſhe ſtruck.

Thus ended the firſt part of the grand expedition to the coaſt of France. From the nature of ſuch operations, the ſervice performed was, in the opinion of the moſt ſenſible and beſt informed, as much as could be reaſonably expected.

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ketches to be charged with pound-balls, which fell ſo thick, and did ſuch prodigious execution among them, particularly among the cavalry, that they retreated out of the wood with the utmoſt precipitation, leaving the coaſt clear for the troops to land, who had, whilſt this ſervice was performing, embarked in the flat-bottomed boats, each of theſe boats having on board eighteen ſailors, and fifty ſoldiers.

The boats were formed in four diviſions, and conducted by Captains Duff, Rowley, Mapleſdon and Paſton, of the navy. About one o'clock, (on the enemy's flying from the wood), the Commodore made the ſignal for the troops to land; when the grenadiers and foot-guards, under the command of Major-Generals Moſtyn and Dury, made good the landing with very little loſs. On ſeeing the boats row for the ſhore, a few of the enemy returned to oppoſe the landing. Theſe were immediately attacked with ſuch vigour by the troops who firſt landed, that they fled behind the hedges; from whence they were preſently forced to retire with conſiderable loſs, and to fly up the country. They left a piece of braſs cannon behind them on the beach.

By evening, the whole of the infantry were diſembarked; when the General ordered the army to encamp on a piece of ground near the village of Erville, whoſe extent did not exceed ſix hundred paces. This occaſioned the greateſt confuſion; but, fortunately for us, the enemy neglected the favourable minute of attacking our army in the night. While cooped up in this wretched poſition, no front of any length could have been extended; and the troops, from their ſituation, muſt have fired on each other. The Duke of Richmond, ſenſible of the error that had been committed, marched his regiment a little to the left, where he drew them up in a proper manner, and which the whole might have done. In this poſition the army remained all night. The General gave out the moſt poſitive orders, that the inhabitants were on no account whatever to be moleſted; and that the ſtricteſt diſcipline ſhould be obſerved by the troops.

Early in the morning of the 8th, the light dragoons and field artillery were landed; and the General receiving intelligence,

gence, that none of the enemy's troops were to be ſeen, formed the army into two columns, and began his march for Cherburg. The General entered the place without oppoſition, the enemy's troops retiring from the town and forts along ſhore, as he approached.

As ſoon as the town and forts were properly ſecured, the army was encamped on a contiguous riſing ground. No time was loſt in ſetting to work to deſtroy what was finiſhed of the baſon, with the two piers at the entrance of the harbour; to render the harbour itſelf uſeleſs for ſhips of burden; and to demoliſh all forts, batteries, magazines, and ſtores.

By the 15th, this ſervice was completely executed; when the fatal blaſt was given, which reduced Cherburg once more to a very inſignificant place. One hundred and ſeventy-three iron cannon, and three mortars, were deſtroyed. Twenty-two braſs cannon, and two mortars of the ſame metal, were, with the colours, taken, and ſent to England. Theſe were drawn from the Royal Palace at Kenſington, quite through the city of London, to the Tower, with great pomp; an exhibition highly pleaſing to the people. General Bligh brought away hoſtages for the payment of a contribution of 3000 l.; but Government ſent them immediately back, without demanding the money. The ſhot and ſhells were ſunk, or brought away. Twenty veſſels were found in the harbour. On board two of theſe the braſs cannon and mortars were put, and brought to England. The remaining eighteen were either burnt, or filled with ſtones, and ſunk acroſs the entrance of the harbour, to choak it up.

The enemy had now aſſembled a very conſiderable force in the neighbourhood, and our out-poſts had frequent ſkirmiſhes with their parties. A detachment of our light cavalry fell in with a patrole of the enemy's, attacked them, and drove them off; Captain Lindſay, who commanded the party, was mortally wounded. This loſs was of itſelf very conſiderable, as he was juſtly looked upon to be among the beſt cavalry officers in the ſervice.

On the 16th, the army re-embarked without moleſtation. The loſs, from the day the army landed to this time, amounted only to twenty men killed, and thirty wounded.

The deſtruction of the baſon of Cherburg, was rather a mortifying, than a ſevere blow to the French, as they had for ſome years neglected the works here. The harbour, when finiſhed, would have admitted a ſhip of fifty guns: and the plan of making it a port, may ſome time or other be reſumed, when the Government can ſpare money to carry it into execution; which, in caſe of another war, will be of great ſervice to them, and become a very dangerous and formidable neighbour to Great Britain.

On the 17th, the fleet ſailed for England; and arrived, on the 19th, in the road of Portland. All was now done that could be expected this campaign. The whole of the enemy's coaſt was now alarmed, and large bodies of troops were collected, in different parts, to oppoſe a deſcent, or cut off our retreat; add to theſe, the advanced ſeaſon of the year, the army conſiderably leſſened ſince the beginning of the campaign, by the brigade ſent to Germany, and the numbers that were now ſick on board. Better, therefore, had it been, if we had ſtopped here; as, had we done ſo, and diſembarked the troops, our triumph had been complete. The burning of the ſhips and ſtorehouſes at St Malo, the deſtruction of Cherburg, and the alarming the whole coaſt of France, which undoubtedly prevented them from ſending ſo large a body of forces to Germany as they intended, were ſuch important advantages, that they ſufficiently anſwered the intention of the enterprize. But a third attempt, under circumſtances ſuch as we have deſcribed, and with an inconſiderable body of troops, was giving the enemy a fair opportunity of balancing accounts with us, which they in ſome meaſure did at St Cas.

While the fleet remained in Portland road, they were employed in taking refreſhments on board. On the 31ſt of Auguſt, they ſailed again for the coaſt of France; and on the 3d of September, came to an anchor in the bay of St Lunaire, on the coaſt of Britanny, about two leagues to the weſtward of St Malo. The next day, the army landed without oppoſition, and encamped about half a mile from the ſhore.

The ſole view General Bligh could have in landing here, was the taking of the city of St Malo, it being the only place of any conſequence in the neighbourhood. This deſign appears

pears the more extraordinary, as the town was now in a much better poſture of defence, than when the Duke of Marlborough, with a much ſuperior army, in the middle of ſummer, had found his force unequal to the enterprize. Beſides, the rapid river Rance was now between the army and the town, which muſt be croſſed before St Malo could poſſibly be inveſted. The public were never informed of any reaſons which might induce General Bligh, to make an attempt on St Malo at this time, with any proſpect of ſucceſs. But to proceed.—

On the 5th, the General having been informed, that, in time of peace, there had often been at St Briac, a ſmall port in the neighbourhood, near three hundred ſhips, he detached five hundred men, under the command of Lieutenant-Colonel Sir William Boothby, to deſtroy them. But on his arrival, Sir William was much diſappointed, as he only found thirteen veſſels great and ſmall, which he burnt, and returned to the camp in the evening.

While Sir William Boothby was on this ſervice, the Commodore, with the Prince, came on ſhore, and, along with the General Officers, reconnoitred the whole weſtern ſhore of the river Rance, to try if it was poſſible to attack St Malo on that ſide. They found the weſt bank extremely well fortified, and defended by a numerous body of troops: of courſe, they were much interrupted while on this ſervice by the enemy's cannon, a ſhot falling within a yard and a half of his Royal Highneſs. The Commodore aſſured the General, that from the dangerous ſituation of the harbour, it being an entire chain of rocks, he could give him no aſſiſtance from the men of war or bomb-ketches. On this aſſurance, the deſign againſt St Malo was given up. The weather now became ſo very bad, that neither the Prince nor Commodore could get on board, and were conſtrained to put up with very indifferent quarters that night. Next day (the 6th), a Council of war was held, at which the Commodore aſſured the Members, that from his obſervations and knowledge of the coaſt, he could give no aſſiſtance to bombard the town, without hazarding the loſs of all the men of war: and further, that it was not ſafe to embark the troops in St Lunaire bay, as, from the foulneſs

of the bottom, ſhould it blow freſh, the whole fleet would be expoſed to the utmoſt danger; and that therefore it would be neceſſary to remove the fleet to the bay of St Cas, and to march the army round to that place.

In conſequence of this, the army marched next day (the 7th), for Pont Briant. During the march, ſmall parties of the enemy annoyed the army from the hedges and woods. Theſe were eaſily diſperſed; but they wounded two officers and ten men.

The army encamped near the river Plancoet, which they were to ford next day, as ſoon as the tide permitted; at which time the enemy appeared in conſiderable bodies on the oppoſite bank, as if reſolved to defend the paſſage.

On the 8th, the army croſſed the river, wading up to their middles. The enemy fired briſkly while the army was fording the river, but fled as ſoon as it had gained the oppoſite ſhore.

On this occaſion we had an officer and ten men killed, and a good many ſoldiers wounded. In the afternoon, the army encamped near the village of Guildo; and on the 9th marched for Matignon. This day, the advanced guard was attacked by five companies of French grenadiers. Theſe were ſpeedily repulſed and forced to retreat, having, in this rencounter, near two hundred men killed and wounded. In the afternoon, the army encamped near to the town of Matignon. Our loſs this day was thirty men killed and wounded.

During the night, one of our advanced poſts took a French dragoon priſoner, who gave the General the following true, but diſagreeable intelligence—That eleven battalions of infantry, and five regiments of cavalry, with ten pieces of cannon and two mortars, under the command of the Duc D'Aiguillon, were encamped within three miles of us, and intended to give us battle next morning. Upon receipt of this intelligence, a Council of war was immediately held, where it was reſolved, that as the enemy's ſtrength was ſo much ſuperior to ours, a retreat ſhould take place early next morning to St Cas bay, and the troops be re-embarked as faſt as poſſible. An officer was immediately diſpatched to Commodore Howe in St Cas bay, only a league and a half off, to acquaint

him

him of this reſolution. The Commodore, on receiving this information, iſſued the neceſſary orders for the reception of the troops; and, as ſoon as it was day-light, made a moſt maſterly diſpoſition of his frigates and bomb-ketches along the bay, for covering the retreat of the army. The enemy's deſign, was to get between the bay of St Cas and our troops; which they certainly would have effected, had not the bad roads, and the bringing up of their artillery, prevented them; as, at this time, we gave them every advantage they could wiſh for. When a General means to retreat before a ſuperior force, or ſteal a march upon the enemy, he decamps as ſilently as poſſible. On the preſent occaſion, however, a very different conduct was followed. Early in the morning, General Bligh ordered the generale to beat. Our drums alarmed the enemy, who inſtantly repeated the ſignal, ſtruck their tents and followed us; which otherwiſe, perhaps, they would not have done quite ſo early in the morning, as their army, which had been collected from the extremities of the province of Britanny, was very much fatigued by forced marches through bad roads. As ſoon as it was light, our army began its march towards St Cas bay; and although preceded by a large corps of pioneers, and the diſtance only a league and a half, it was nine in the morning before they reached the heights above the village. The marching off by beat of drum, was not the only error committed on this occaſion: for, inſtead of ordering the regiments to embark immediately on their arrival, the re-embarkation commenced with the field artillery and light-cavalry; whereas, both cannon and horſes ſhould have been ſacrificed on this occaſion, and either totally abandoned, or, at leaſt, (if time and circumſtances admitted of its being done without hazarding a great loſs of men), they ought to have been the very laſt to embark. From the ſhort notice, too, that was given, it was impoſſible to have all the tranſport veſſels ranged near the frigates; a circumſtance that ought certainly to have been attended to: and orders ſhould have been given, that inſtead of the boats rowing, in order to put the ſoldiers on board of their particular ſhips, many of whom lay at a great diſtance; they ſhould have been put on board the ſhips neareſt the ſhore, by which a great deal of time would have been ſaved. Captain Duff of the Rocheſter ſuperintended the re-embarkation

barkation of the army, aſſiſted by Captains Rowley, Mapleſden, Paſton and Elphingſtone; and notwithſtanding the impediments they met with, ſuch was the activity of the ſea-officers and ſailors, that, by eleven o'clock, two thirds of the army were on board. About this time, a large body of the enemy's cavalry made their appearance on the top of the hill above the village of St Cas, and, ſoon after, a much larger one of infantry near the Wind-mill.

It was a point determined on, between the land and naval Commanders, that the troops ſhould remain between the trench thrown up along the ſhore and the beach; ſo that, in caſe the enemy's troops ſhould deſcend the hill to attack them, they might be expoſed to the whole fire of the frigates, (now ranged along the bay for covering the re-embarkation,) without any object intervening. About half an hour after eleven, the enemy made a motion to deſcend the hill, but received ſuch a violent fire from the ſhips, that they were forced to retire to their former ground with conſiderable loſs. They ſoon after opened a battery of ſix pieces of cannon near the Wind-mill, which played inceſſantly on the troops and boats, and did great execution. They now made a ſecond effort to deſcend the hill; when the frigates renewed their fire, and the enemy loſt many men. At laſt, however, they got poſſeſſion of a hollow way, and a wood, which for ſome time covered them; but the inceſſant and well directed fire from the ſhipping, and the bomb-ketches throwing ſhowers of pound-ball from their mortars, ſoon diſlodged them, and compelled them once more to retire to their former ground. At twelve o'clock, they opened a battery of cohorns from behind a hedge to the right of the Wind-mill; but our fire was ſo well directed againſt it, that only two of all the ſhells they threw did execution. The enemy, as their troops arrived, began to extend themſelves to the right and left, and once more tried to deſcend the hill.

After much loſs, they got poſſeſſion of the village of St Cas, which is ſituated midway between the heights and the beach. Our force on ſhore, at this time, did not exceed eleven hundred men, and conſiſted of part of the brigade of foot-guards and the grenadiers of the army, commanded by Major General Dury, who, on this occaſion, did not ſhew that happy coolneſs and preſence of mind, which was to be expected from

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one ſo very expert upon the parade as he was. He unfortunately obſerved the enemy to march a corps of at leaſt fifteen hundred men into a wood, on the left; on which he immediately ordered Lieutenant Colonel Forreſter † to march with three hundred men of the third regiment of guards, and diſlodge them. This ſtrange order, which was diametrically oppoſite to what had been concerted with the Commodore, was of infinite uſe to the enemy; for as ſoon as Colonel Forreſter began his march up the hill to attack the enemy in the wood, the naval officers on board the frigates which covered the embarkation, and who were remarkably attentive to all our motions, obſerving that this detachment would interpoſe between their fire and the enemy, ordered their ſhips to give over the cannonade. The error was perceived, when too late to be remedied. Colonel Forreſter was recalled, and the ſhipping inſtantly recommenced their fire; but the French had ſeized the lucky moment; and, during the fatal interval of the naval cannonade, kept pouring down in great numbers from the village of St Cas, to attack the troops which were now remaining on the beach. It was here that Lieutenant Colonels Clavering, and Lord Adam Gordon, at the head of their reſpective grenadier companies, ſo greatly ſignalized themſelves; and their example was followed by many others, who, by their bravery, prevented the enemy for a conſiderable time from being able to get out of the hollow way, till, being overpowered by ſuperior numbers, they were forced to retire to the beach. At this time the ſailors were obſerved to ſhew ſigns of fear, by diſcovering a reluctance to row in with the boats, and bring off the troops; whereupon, the Commodore, who was quite collected amid this ſcene of carnage, reproached his men, and ordered his own boat to be rowed into the thickeſt of the fire. He brought off ſeveral ſoldiers himſelf *, ſtanding upright in

† The Author had this information from Colonel Forreſter himſelf.

* So when the Grecians to their Navy fled;
High o'er the trench, Achilles rear'd his head:
Greece, from one glance of that tremendous eye,
Strait took new courage, and diſdained to fly:
Troy ſaw aghaſt the living lightnings play,
And turn'd her eye-balls from the flaſhing ray.

POPE's HOMER's ILIAD, Book 18.

in his boat. His example ſo animated his ſailors, that the tokens of fear which they had ſhewn, inſtantly vaniſhed: they now chearfully followed their leader through every danger, and brought off many officers and ſoldiers, who muſt otherwiſe have either been killed or made priſoners.

All the ammunition of our ſoldiers was now expended, which, from an unparalleled neglect, was far from being compleat in the morning; whereupon, unable any longer to withſtand the enemy's numbers, they diſperſed and fled. Part plunged into the water and endeavoured to reach the boats by ſwimming, in which attempt many periſhed. Part took to a rock on the right of the bay, where a conſiderable number were ſaved by the boats. It was here that the brave Sir John Armitage was killed. As the enemy had now entire poſſeſſion of the beach, and ſtill kept firing on our men, who were no longer able to make any reſiſtance; the Commodore made the ſignal for the ſhips to ceaſe cannonading, when the enemy immediately gave quarter to our troops. General Dury having been wounded, took to the water, and was never more heard of. Colonel Lord Frederick Cavendiſh, with many other officers of diſtinction, were wounded and made priſoners. His Royal Highneſs Prince Edward was on ſhore when the attack began, and behaved with the greateſt ſpirit and reſolution; inſomuch, that the Commodore, thinking that he expoſed his perſon too much, was neceſſitated to command him to go on board.

The following return is allowed to give the moſt exact account of our loſs on this occaſion.

	Men.
Officers of the Army, killed, wounded or priſoners, -	37
——— of the Navy, ditto, ditto, - -	5
Serjeants, drummers, and rank and file of the Army, killed, wounded or priſoners, - -	750
Seamen, ditto, ditto, - - -	30
Total	822

The Captains Rowley, Mapleſden, Paſton and Elphingſton of the Navy, who aſſiſted Captain Duff to ſuperintend the reembarkation of the troops, were made priſoners, and the firſt of whom was ſlightly wounded.

The

The Commodore wrote the following letter to Mr Secretary Pitt.

"*Eſſex, off St Cas Bay, September 12th*, 1758.

"SIR,

"IN my letter of the 7th, I had the honour to inform you "of the movement of the fleet from St Lunaire to this bay.

"The re-embarkation having commenced, at the Lieutenant-"General's requeſt, upon his arrival with the troops on this "ſhore yeſterday morning; the firſt corps were taken off "without any conſiderable interruption from the enemy. But "in their attack upon our rear-guard, the Captains Rowley, "Mapleſden, Paſton, and Elphinſtone (commanding, under "Captain Duff, the different diviſions of flat-boats), waiting "to embark with the grenadiers, were made priſoners. My "own obſervation of the very reſolute behaviour of theſe Cap-"tains, and Captain Duff, being confirmed by the report of "the land-officers concerned in that ſervice, I cannot omit "this notice of it.

"The other particulars of our loſs, reſpecting officers and "men belonging to the ſhips of war, is added in the liſt an-"nexed. Judging the anchorage on this part of the coaſt no-"wiſe proper for the fleet to remain at this ſeaſon of the year, "till the further ſupplies provided could be taken on board, "if ſent for, and the troops put again in a proper ſtate for "ſervice, I am therefore preparing, with the Lieutenant-"General's conſent, to return, for that purpoſe, to any ſuch "port as I may be able moſt conveniently to gain in England.

"And I am, &c.

"HOWE.*

"*P. S.* His Royal Highneſs, who was pleaſed to be preſent "at the embarkation, continues in perfect health.

* While on this ſervice, the Honourable Richard Howe ſucceeded his brother, George Auguſtus Viſcount Howe, who was killed in America, in title and eſtate.

" Ships.	Officers killed, wounded, or priſoners.	Seamen killed.	Seamen wounded.
" Eſſex,	- - - -	1	1
" Rocheſter,	Mr Sommerville ſecond Lieutenant " killed, one Midſhipman wounded.	7	11
" Portland,	Captain Mapleſden, priſoner; Mr " Lindſay, Midſhipman, wounded.	—	—
" Montagu,	Captain Rowley ſlightly wounded, " and priſoner. - -	—	2
" Jaſon,	Captain Paſton, priſoner. -	—	1
" Salamander,	Captain Elphinſtone, priſoner -	—	—
" Speedwell,	- - - -	—	2
	" Total	8	17"

The enemy did not purchaſe this victory at a cheap rate. Their loſs was never exactly known; but, from the fire of the troops, and the ſhot and ſhells from the ſhips, it muſt have been very conſiderable.

Thus ended our expeditions to the coaſt of France; the moſt expenſive, as well as a very uncertain method of making war. The ſucceſs of the two firſt expeditions this ſummer, had raiſed great expectations in the minds of the public: this unexpected check, therefore, was extremely mortifying to them, and made a great impreſſion on their minds. It is common with the vulgar, to rate military merit only by the ſucceſs that accompanies it. Thus, the Commander in Chief, who was the hero of the nation while at Cherburg, had now fallen in their opinion, and his conduct ſubjected to very ſevere animadverſions for his misfortune at St Cas. This diſaſter greatly elevated the French, who filled all the foreign gazettes with the moſt exaggerated accounts of our defeat. Indeed they had cauſe ſo to do, in order to afford ſome conſolation to their nation, whoſe trade was in a great meaſure ruined by the Britiſh navy, and whoſe coaſts had for the whole Summer been inſulted with impunity. But in fact, this action at St Cas could only be called at moſt the cutting off a rear-guard; and, conſidering the nature of a war of this ſort, the Britiſh nation had great reaſon to congratulate themſelves that their loſs was ſo inconſiderable. The enemy's coaſts were not

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deſtitute of troops, as was the caſe in Autumn laſt year; for, beſides the army under the Duc D'Aiguillon, in Britanny, a ſtrong force had been aſſembled in the neighbourhood of Cherburg; and the French Generals were ſeverely cenſured, for allowing the Britiſh army to retire from that place unmoleſted. This little affair diſpirited the Britiſh nation much more than it ought. Their expectations were too ſanguine; and more blame was thrown on General Bligh than he deſerved, whoſe chief fault on this occaſion ſeems to have ariſen from his being lulled into a fatal ſecurity, that the enemy were incapable of muſtering a force ſufficient to oppoſe his march, or interrupt his operations. Had General Bligh purſued his route to the heights of St Cas by forced marches, and there erected ſome works, to cover the retreat of his army while re-embarking, in all probability the loſs ſuſtained would have been very trifling.

The ſpirit with which all our operations were carried on this campaign, ſeemed to enſure us ſucceſs; while the good intelligence which the Miniſter obtained of the enemy's deſigns, enabled him to counteract them, before they were ripe for execution. The enemy were far from idle, and intended to have detached ſquadrons from the ports of Breſt, Rochefort, and Toulon, to the aid of Louiſburg, (See the laſt part of Note 137.); where, if they had united, they would have formed a fleet nearly equal to that under Admiral Boſcawen. But this junction was happily prevented, by the activity of Admiral Oſborne in the Mediterranean, and of Admiral Hawke off the Iſle of Aix.

The fleet under Lord Anſon conſiſted of twenty-two ſhips of the line, and eight frigates. (See Note 133) His Lordſhip proceeded, as we have already obſerved, to block up the harbour of Breſt, and the French ports on that ſide, with a view to prevent them from ſending out a ſquadron to interrupt the operations of the fleet under the command of Commodore Howe. Soon after he got to his ſtation, Admiral Hawke was ſeized with a fever, and obliged to return to England. On this, his Lordſhip formed his fleet into three diviſions; Captains Corniſh and Geary being appointed Commodores, with broad pendants. He likewiſe detached ſmall ſquadrons to an-

noy the enemy's trade; which being now reduced to a very low ebb, theſe had little ſucceſs.

The Alcide, and Thames, with the Folkeſtone cutter, on the 22d of June, being on a cruize off Uſhant, gave chaſe to a French frigate. The Thames got up with her about one in the morning of the 23d, and began a cloſe engagement, which laſted till four; when the enemy run among ſome rocks near to Uſhant light-houſe, and by that means made her eſcape. Captain Colby was the only perſon hurt on board the Thames, being wounded by a muſket ball in the left eye-brow. The Alcide could be of no uſe in this action, it being too near ſhore for her draught of water.

Lord Anſon, with the ſquadron, came to an anchor in Plymouth ſound the 16th of July, where he was joined by Rear-Admiral Holmes, who hoiſted his flag on board the Ramillies. And having taken on board water and proviſions, ſailed again the 22d to their former ſtation.

On the 12th of September, the Shrewſbury, Unicorn, and Lizard, being on a cruize, gave chaſe to a number of ſmall French coaſting veſſels, under convoy of the Thetis and Calypſo frigates, and an armed ſnow, working between the paſſes of Fontenoy and Toulinguet, making for Breſt. The greateſt part of them got into the paſs of Toulinguet, where our ſhips could not reach them. Captain Hartwell, however, greatly exerting himſelf, run all riſks to cut ſome of them off; and had the good fortune to get between the frigates with part of the convoy, and the paſs of Toulinguet. On this they ſtood for the ſouth ſhore. Captain Hartwell came up and engaged the two frigates near two hours, when the Thetis ſheered off, and run for the mouth of the river Poul Davit. A little before dark, the Calypſo, with about twenty of the ſmall craft, run on ſhore at Point de Leven, where it is probable ſhe was ſoon deſtroyed by the ſwell of the ſea, ſhe lying upon a large keel, and ſtriking very hard upon the rocks, with all her rigging ſhot to pieces. The Lizard had only one man killed, and eight wounded.

Rear-Admiral Saunders joined the fleet the end of Auguſt, and hoiſted his flag on board the Neptune. The three Admirals continued cruizing till the middle of September; by which

which time Commodore Howe had finiſhed his campaign on the coaſt of France; when Lord Anſon, and Rear-Admiral Holmes, with the greateſt part of the ſquadron, returned to England, leaving the remainder under Admiral Saunders, to block up Breſt, and to endeavour to intercept the French ſquadron, then expected to be on its return from Quebec. He was not ſo fortunate as to fall in with them. He, however, continued cruizing till the middle of December, when he returned to England with his ſquadron.

CAPTURES, &c. BY CRUIZING SHIPS.

The Adventure armed ſhip, of eighteen guns, ſix pounders, commanded by Captain John Bray, being in Dungeneſs road on the 1ſt of January, ſaw a large ſnow reach in for the Neſs; on which, he cleared ſhip, and made ready for action. About two in the afternoon he cut his cable, and ſoon after the action began. Captain Bray, apprehending the enemy had a deſign of raking him, put the helm hard aport, which had the effect intended, of laying the enemy's ſhip athwart hauſe, their bowſprit coming in between the Adventure's main and mizen maſts. Captain Bray himſelf, and the pilot, immediately paſſed the end of the mizen topſail-ſheet through the enemy's bob-ſtay, and made it faſt; but fearing that ſhould not be ſtrong enough to hold them, they paſſed a hawſer three times round their bowſprit and the capſtern, on the Adventure's quarter-deck. The action now depended entirely on the ſmall-arms, which was very ſmart for near an hour; when the enemy ſtruck. She proved to be the Machault privateer of Dunkirk, mounting fourteen guns, nine-pounders, with one hundred and two men; forty whereof were killed and wounded in the action. On board the Adventure there was only one man killed, and two wounded. In reward for this gallant action, Captain Bray was ſoon after made a Poſt-Captain.

The Huſſar, of twenty-eight guns, and two hundred men, commanded by Captain John Elliot, being on a cruize, about forty-five leagues to the weſtward of the Lizard, on the 8th of

of January, at day-break, ſaw a French privateer about two or three gun-ſhot from him, to which he immediately gave chaſe, but did not come up with her till near three in the afternoon, when ſhe brought to. A very warm engagement now commenced, which continued for an hour and three quarters, when the enemy ſtruck, having eight feet of water in her hold, five guns diſmounted, fifty-two men killed, and thirty-ſeven wounded, her main and mizen maſts gone, and the fore-maſt ſo much damaged, that it fell overboard next morning. She proved to be the Vengeance of St Malo, mounting thirty-two guns, twelve and nine pounders, about twenty ſwivels, and had, on the rolle de l'equipage, three hundred and nineteen men. On board the Huſſar were ſix men killed, and fifteen wounded. The prize was purchaſed by Government, and added to the Royal Navy, by the name of the Vengeance, and where ſhe performed ſome good ſervices in the courſe of the war.

Captain Elliot, when on another cruize, took the Heureux Malouin, from Martinico for St Malo, mounting twenty-two guns, and manned by ſeventy men; laden with two hundred and forty-ſeven hogſheads twenty-one tierces and fifteen barrels of ſugar; ninety-four hogſheads fifty-one tierces forty-ſeven barrels and one hundred and fifty-nine bags of coffee; ſixteen bales of cotton; a caſe of cocoa, and a caſk of indigo.

The Windſor, commanded by Captain Samuel Faulknor, on the 14th of March, took the Pacifique, belonging to the French Eaſt India Company, laden with coffee, &c. from the Iſle of France. On the 17th of April, he fell in with two French frigates, convoying three ſtore-ſhips. The former made an appearance as if they meant to ſtand an engagement; but as ſoon as Captain Faulknor got within three gunſhot of them, they made all the ſail they could from him. He purſued; but perceiving they greatly outſailed him, he deſiſted from following them, and made after the ſtore-ſhips. As they ſteered different courſes, he could only take one, viz. the Grand St Pierre, of four hundred tons, laden with proviſions, and one thouſand ſtand of ſmall-arms, bound for Quebec. The Baden, another of theſe ſtore-ſhips, of nearly the ſame burden and lading, was taken by his Majeſty's ſhip the Alcide.

The

The Stirling Caſtle, Eſſex, and Loweſtoffe, took two French ſhips; one, of three hundred and fifty tons, mounting twenty guns, having on board ſixty-one ſeamen, and twenty ſoldiers; the other, of three hundred tons, mounting eight guns, having on board twenty-three ſeamen, and nineteen ſoldiers; both laden with proviſions for Louiſburg.

The Vanguard, Biddeford, and Dolphin, took a privateer belonging to Bayonne, of twenty-two guns; and a ſhip richly laden from St Domingo.

The Brilliant and Coventry took a French ſhip from St Domingo, and another from Cape Breton.

The Dunkirk, commanded by the Honourable Captain Digby, took three French ſhips, viz. two from Rochelle for Louiſburg, and one from Port Louis to St Domingo.

On the 29th of May, Captain Pratten, of his Majeſty's ſhip Intrepid, being on a cruize, with a ſmall ſquadron, to the weſtward, about three in the afternoon, deſcried a ſail to the S. W. and immediately made the Dorſetſhire's * ſignal to chaſe; and ſoon afterwards, perceiving the ſail to be a large ſhip, he diſpatched the Achilles after her, and then followed with the reſt of the ſquadron. About ſeven in the evening, the Dorſetſhire came up with the chaſe, and immediately began a very cloſe engagement, which continued with great fury till near nine o'clock; while the Achilles coming up, Captain Barrington had only time to fire a few ſhot, when the enemy ſtruck, and proved to be the Raiſonable, a French ſhip of war, of ſixty-four guns, and ſix hundred and thirty men, commanded by the Prince de Mombazon, Chevalier de Rohan. The enemy had ſixty-one men killed, and one hundred wounded in the action. The Dorſetſhire had fifteen men killed, and twenty wounded. The Raiſonable being quite a new ſhip, was purchaſed by Government, and added by the ſame name to the Royal Navy.

The Torbay, commanded by the Honourable Auguſtus Keppel, took the Roſtan, a privateer of Bourdeaux, of twenty-ſix guns, and three hundred and twenty men; twenty-ſix of whom were killed, and many wounded, before ſhe ſtruck. On board the Torbay, three men were killed. The Frenchmen on board this

* She was commanded by Captain (afterwards Sir Peter) Denis.

this privateer, had deviſed a new and curious ſtratagem to ſave her. They concealed ninety men in the hold: when the few that are uſually put on board to navigate prizes into port ſhould be at a diſtance from the captors, theſe concealed men were to riſe and overpower them, and retake the veſſel: luckily, however, being too eager to put their ſcheme in execution, they were diſcovered, and diſappointed in their intention. The Roſtan being a remarkably fine ſhip, was purchaſed by Government, and added to the Royal Navy, by the name of the Creſcent.

Captain Keppel, with ſome other ſhips under his command, took four French ſtore-ſhips, all bound for Canada.

The Brilliant, commanded by Captain Hyde Parker, took the la Nymphe, privateer of Granville, of twenty guns, and one hundred and ſixty men: and the La Vengeur, privateer of Dunkirk, of twelve guns, and ninety men.

The Alcide, commanded by Captain Douglas, took the Amphitrite from St Domingo for Bourdeaux, having a very rich cargo on board: and, in company with the Acteon, Captain Ourry, took the Robuſte, a French ſhip, armed en flute, of twenty-four guns; having on board ſix twenty-four pounders; twelve eighteen-pounders; ſix iron mortars; three thouſand bomb-ſhells of thirteen inches diameter; a great quantity of cordage, canvas, flour, and many other ſtores for the French ſquadron at Hiſpaniola.

The Lizard, Captain Hartwell, being on a cruize off Breſt, on the 2d of October, fell in with L'Heroine, and Le Duc d'Hanover, two French frigates, and engaged both of them for upwards of an hour, when the former (the largeſt) made all the ſail ſhe could for the rocks near the opening of the paſſage of Fontenoy. Captain Hartwell now directed his whole fire to the latter, who ſtruck, after engaging about half an hour longer: ſhe mounted fourteen guns.

The Southampton, Captain Gilchriſt, took, after an obſtinate engagement of three hours, the Caumartin, privateer of Dunkirk, commanded by Jean Baptiſt de Cock, new from the ſtocks, of two hundred and eighty tons, mounting ſixteen ſix-pounders, many ſwivels and muſquetoons; and had on board one hundred and forty-ſeven men. She had a ranſomer on board for twelve hundred guineas. Captain Gilchriſt likewiſe

wiſe took a privateer of twenty guns, and two hundred and ten men, belonging to Bayonne, who ſtruck without firing a gun.

The Iſis, Captain Wheeler, took the Touraine, from St Domingo for Rochelle; and, in company with his Majeſty's ſhip the Vanguard, Captain Swanton, a Dutch ſhip of four hundred tons, laden with ſugar, &c. from St Domingo. Captain Wheeler likewiſe took the Rhinoceros, a French ſhip of war, of ſeven hundred tons, thirty-ſix guns, and three hundred men, from Quebec; but being very leaky, he took the people out, and ſet her on fire.

The Falmouth, Captain William Brett, took the La Moreſſe de la Rochelle, from St Domingo, laden with ſugar, coffee, and indigo. While the two grand expedition fleets were fitting out at Portſmouth, the French Miniſtry were extremely anxious for intelligence concerning them; and ſome perſons were apprehended at the camp in the iſle of Wight, on ſuſpicion of being ſpies. A few days after, a privateer of eighteen guns appeared off St Helen's road (May 25th), fired three guns, and ſent a boat on ſhore; but no perſon anſwering their ſignals, the boat returned immediately on board again. The privateer then ſtood towards Spithead, where, by way of fineſſe, ſhe ſaluted the Admiral under Engliſh colours, then ſtood off again, and fired five guns more, ſuppoſed to be a ſignal for ſome ſpy to come off to her. This ſtrange conduct creating a ſuſpicion that ſhe was an enemy, the Admiral made the ſignal for a frigate to ſlip cable and purſue her; on perceiving of which, ſhe ſet all the ſail ſhe could, and endeavoured to eſcape. Juſt at this time, the Loweſtoffe, Captain Haldane, was coming up to St Helen's from the Downs; and the frigate in chaſe making the ſignal of an enemy, the Loweſtoffe intercepted and took her: ſhe made no reſiſtance, having thrown all her guns overboard to make her ſail faſter. The Loweſtoffe, took a large French ſhip from St Domingo, with a valuable cargo.

His Majeſty's ſhips Dolphin and Solebay, commanded by Captains Marlow and Craig, being in Leith road, and receiving intelligence that a French privateer called the Marſhall de Belleiſle, of forty-four guns, and five hundred men, was cruiz-

ing off the mouth of the frith of Forth; on the 21ſt of May ſailed in queſt of her, and, on the 26th, about ſeven in the morning, got ſight of her off the Red-head. They immediately gave chaſe. About eight, the Dolphin got up with her, and began a cloſe engagement, which continued about an hour and a half; at which time the Solebay came up, and began alſo to engage. The action continued till near twelve o'clock, when the enemy having greatly damaged the rigging of both ſhips, made ſail, and ſheered off. Our ſhips gave chaſe, but were too much diſabled to come up with the enemy. The privateer was commanded by the famous M. Thurot, of whom we ſhall have frequent occaſion to ſpeak in the courſe of this work. He had taken many veſſels on the Scots and Engliſh coaſts, and behaved with ſuch a degree of politeneſs and humanity to his priſoners, as is ſeldom experienced from one of his ſtation. By the maſter of an Engliſh veſſel, who was a priſoner on board the privateer at the time of the action, it was learnt, that the enemy had eighty men killed and wounded. The Dolphin had one man killed, and fifteen wounded. The Solebay had five men killed, and thirteen wounded; among the latter, was Captain Craig.

The Antelope, Captain Thomas Saumarez, being at an anchor in King-road; on the 31ſt of October, received intelligence that a French man of war was lying at anchor off the iſland of Lundy; on which he weighed, and, although the wind was contrary and blowing hard, he beat down the Briſtol channel, and next day ſaw her at anchor below Ilfracombe. The enemy, on diſcovering the Antelope, weighed and ſtood towards her: when about the diſtance of a mile, they hoiſted their colours, and ſeemed prepared to engage, but ſoon after hauled them down. As ſoon as the Antelope got within gunſhot of the French ſhip, ſhe fired a ſhot at her; which the enemy not returning, Captain Saumarez ſent his firſt Lieutenant on board them to know if they had ſtruck; but, the boat not returning ſo ſpeedily as he wiſhed, he bore down under her ſtern, and hailed to know if they had ſurrendered, when he was anſwered they had. She proved to be the Belliqueux, of ſixty-four guns, and had on board four hundred and ſeventeen men. She was one of M. du Chaffault's ſquadron from Quebec, that fell in with

with Admiral Boſcawen's fleet on the 27th of October. She had furs on board to a very conſiderable amount; and was purchaſed by Government, added to the Royal Navy, and the command of her conferred on Captain Saumarez.

The Dublin, Captain Rodney, on her paſſage to North America, took the Mount Martin, a French Eaſt India ſhip homeward bound, of great value.

No ſooner was the campaign on the coaſt of France over, than another conjunct expedition was formed by the Miniſter to diſtreſs the enemy's colonies in the Weſt Indies. A powerful ſquadron under the command of Captain Robert Hughes, was equipped for this ſervice; and a conſiderable body of land-forces, under the command of Major-General Hopſon, embarked on board tranſports, and ſailed from Spithead the end of November. But as the account of this expedition falls more properly in with the year 1759, it ſhall there be fully treated of.

Our privateers and letters of marque, were very ſucceſsful, many of the prizes they took being of great value. But the enemy's trade had ſuffered ſo much laſt year, and the beginning of this, from our cruizers, that they were obliged to fall on many ſchemes to ſupply their colonies with neceſſaries, and bring home their produce. From the tempting offers held out by the French merchants, the Dutch were induced to become their carriers, and, for ſome time, ſupported, by their aſſiſtance, the dying trade of France. It is impoſſible to enumerate all the conſiderable captures which were made this year. The moſt valuable cargoes were in Dutch bottoms; moſt of which, with many of the veſſels, were condemned as lawful prizes in the Court of Admiralty, at London. This ſpirited conduct of our Miniſtry, in directing our ſhips to ſeize all neutral veſſels aſſiſting the enemy, or carrying the produce of their colonies, was the occaſion of much altercation between our Court and their High Mightineſſes. The Dutch ſtill perſiſted in this illicit commerce, as, when they happened to be ſo fortunate as to arrive ſafe, their profit was very great. Yet, from the number of ſhips which were condemned, their nation muſt have been conſiderable loſers in the end.

The enemy had no great ſucceſs in making many valuable prizes in Europe, thoſe that they did take being chiefly coaſt-

ers. They indeed took the Carnarvon Eaſt Indiaman, but ſhe was ſoon after retaken. They gave us however a ſevere blow in America, by intercepting the homeward bound fleet from South Carolina, eſcorted by the Winchelſea man of war whom they took, together with thirty-four of the ſhips under her convoy. The reſt were diſperſed, and many of them afterwards captured. This piece of good fortune, together with the deſtroying of his Majeſty's ſhips Triton and Bridgewater at Fort St David's in the Eaſt Indies, and the taking of the Stork ſloop of war in the Weſt Indies, were all the captures, of any conſequence, the enemy could boaſt of. The whole number of veſſels taken by the enemy this year, amounted to three hundred and thirteen, among whom were ſeven privateers. The balance however was greatly in our favour; for, excluſive of the men of war taken and deſtroyed, we took forty-nine ſtout privateers and armed merchantmen; one hundred and four French trading ſhips, and one hundred and ſeventy-ſix neutral ſhips, having French property on board; moſt of which proved extremely beneficial to the captors.

1759.

IF defeating the moſt formidable deſigns of an active enemy bent upon the deſtruction of this country, and a recital of the moſt glorious and important ſucceſſes, can give pleaſure to the reader, there are few parts of the annals of Great Britain, that can be compared with the tranſactions of this year. They afford a leſſon of the greateſt conſequence to the welfare of this country, and cannot fail to convince the world, that, with unanimity at home, a Miniſter of abilities poſſeſſing the confidence of the people, a right choice of commanders, and our national ſtrength exerted and directed againſt proper objects, we are not only capable of defeating the moſt dangerous deſigns of our natural and implacable enemies, but able to annoy them in every part of the globe; while, at the ſame time, we can grant ample protection to our own ſubjects, and aſſiſtance to our allies.

The

The enemy were ſo ſenſibly affected by the loſſes and defeats they ſuſtained laſt year, that they reſolved to repair them, and, if poſſible, wipe out the diſgrace they had ſuffered from the repeated deſcents we had made on their ſea coaſts, and to retaliate on us, by invading Great Britain or Ireland. As they could not fail remembering to what a miſerable condition we were reduced in the year 1756, and the conſternation that their threats of an invaſion then created in the kingdom, they reſolved to repeat the ſame artifices in the year 1759. Indeed they were drove to the expedient of making Great Britain or Ireland the theatre of the war, as the only means left them of retrieving their affairs; and, from the immenſe preparations they were every where making for this enterprize, they hoped to occaſion ſuch a panic among the people of England, as would effectually prevent the Miniſter either from aſſiſting our German allies, or our American colonies; and, by obliging us to fix our ſole attention at home, to diſable us from proſecuting any ſchemes we had projected againſt their ſettlements in the Weſt Indies, or North America.

Notwithſtanding the immenſe force with which Great Britain was threatened to be attacked, all the deſigns of the enemy were rendered abortive. The caſe was now very different, from what it had been in the year 1756. The ſpirit of the nation was now rouſed, and the people were no longer in ſuch a wretched ſtate of imbecility, as to be intimidated by menaces. The greateſt confidence was placed in the abilities of Adminiſtration; who ſeemed ſo little to fear the threats and mighty preparations of the enemy, that they not only ſent ſuccours to the allied army under the command of Prince Ferdinand of Brunſwick; to our colonies in America and the Weſt Indies, and our ſettlements in the Eaſt Indies; but diſpatched a very powerful armament, very early in the Spring, againſt Quebec; while the enemy, ſeeming reſolved to exert and collect the whole of their naval force in ſeconding their intended invaſion of the Britiſh dominions in Europe, neglected to ſend out any ſquadron to prevent that place from falling into our hands.

From the extraordinary exertions made by Great Britain to carry on the war in America, the French Miniſtry flattered themſelves

themſelves, that our coaſts were in a great meaſure left defenceleſs; and boaſted, that we had not ſhips to form a ſquadron of ſufficient ſtrength to face the fleet they were preparing at Breſt. They made no ſecret of their intentions of an invaſion, which, they gave out, was to be made on Ireland, England, and Scotland, at the ſame time. For putting in execution their deſign againſt the firſt mentioned kingdom, they aſſembled a large body of troops at Vannis, in Lower Britanny, under the command of the Duc d' Aiguillon, Governor of that province. Theſe were to be embarked on board tranſports, a great number of which they had collected in the Morbian for this purpoſe, and which were to be eſcorted to their deſtination, by the combined ſquadrons of men of war from Breſt and Toulon, commanded by M. de Conflans, and M. de la Clue. For the invaſion of England, a great army was aſſembled on the coaſt of Normandy; the embarkation was to be at Havre de Grace; where the narrowneſs of the channel, made the enemy conceive hopes that this enterprize might be executed in flat-bottomed boats. For this purpoſe, they cauſed a great number to be built there on a new conſtruction. They were calculated to hold four hundred men each, to carry two pieces of cannon, twenty-four pounders, one at the bow, and the other at the ſtern, with one maſt, and were ſo conſtructed, as to draw very little water. With theſe boats, they flattered themſelves they ſhould be able to tranſport their forces acroſs the channel in a dark night, and land them on the Engliſh coaſt before any of our men of war could diſcover them.

The enterprize they intended againſt Scotland, or the north of Ireland, was to be attempted by a much inferior force to the other two, whoſe operations were only to ſecond their other deſigns, by cauſing a diverſion in the north of Scotland, or of Ireland, in order to diſtract us, while we ſhould be buſy in repelling their main attacks. The armament allotted for this ſervice, was to ſail from Dunkirk. The land forces conſiſted of no more than fifteen hundred men, to be eſcorted by five frigates commanded by M. Thurot; a man, who, from being maſter of a ſmall trading veſſel, had, at the commencement of the war, in this inferior ſtation, not only rendered himſelf famous, but reſpectable, and had attained a character,

racter, infinitely ſuperior to the Captains of corſairs in general. He was not more remarkable for his activity, than his humanity; inſomuch, that theſe, added to his ſucceſs, not only rendered him a great favourite of his own nation, but he was even eſteemed by his enemies. His daring ſpirit, and a thorough knowledge of our coaſts, pointed him out to the French Miniſter, when their nation did not abound in great men, as a fit perſon to be employed in ſuch a deſperate enterprize, and raiſed him from a private ſtation, to the command of a ſquadron of King's ſhips.

Such were the formidable projects the enemy had planned againſt us. But, by the provident care of the Miniſter, who not only kept a ſufficient force to guard our own coaſt, but ſent out powerful fleets to block up the enemy's principal ports, their diſperſed ſquadrons were not able to effectuate a junction with each other, without hazarding a battle, which, if they did, they were almoſt ſure of being defeated; ſo that, in the end, all the ambitious ſchemes which they had laid with ſo much care, were completely fruſtrated, and reflected nothing but diſgrace upon the projectors of them. Our militia were embodied, and were diſpoſed in ſuch a manner, that, with the regular troops at home, a very ſtrong army would have been ready to face the enemy wherever they might have preſumed to attempt a landing. Notwithſtanding the artifices of the enemy to intimidate the people, and which their emiſſaries endeavoured to infuſe into their minds with great induſtry, by reports of their immenſe preparations for war, together with the account of the tranſports and flat-bottomed boats that were getting ready in their ports; no kind of terror was ſeen among the people, but a calm, ſteady bravery appeared, and an alertneſs every where, ready to repel the threatened attack. Every meaſure indeed was taken, that tended to defeat the enemy's ſchemes.

A ſquadron of men of war was ſtationed off Dunkirk, under the command of Captain Boys, to watch the motions of M. Thurot. Admiral Smith commanded in the Downs, having under him Sir Piercy Brett. Rear-Admiral Rodney was ſtationed with a conſiderable force in the channel, ſo as to have an eye on the ports of Normandy. Sir Edward Hawke was

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ſent out with a ſtrong ſquadron of men of war to block up the harbour of Breſt. The command of the fleet in the Mediterranean, was entruſted to Admiral Boſcawen, who carried out with him a ſtrong reinforcement of ſhips to that ſtation. Rear-Admiral Corniſh was ſent with another ſtrong reinforcement of ſhips to the Eaſt Indies, and likewiſe took out a conſiderable body of land forces with him. The ſquadron at the Leeward Iſlands, when joined to that under Captain Hughes, being now extremely formidable, was to act in concert with the land forces under Major General Hopſon, againſt the French ſettlements in that part of the world. Major General Wolfe was pitched upon to command the land, and Vice-Admiral Saunders the naval forces deſtined againſt Quebec. Such was the arrangement of our forces, and ſuch the commanders whom the Miniſter thought fit to employ on this important occaſion. Indeed, the choice did almoſt as much honour to him who ſingled them out, as their conduct did to themſelves, and to their country.

The Parliament were extremely liberal in their grants this year. In the courſe of the Seſſion, they voted ſixty thouſand ſeamen, including fourteen thouſand eight hundred and forty-five marines, for the ſervice of the current year; and the ſum-total of the ſupplies granted, amounted to 12,761,310 l. 19 s. 5½ d. (See Note 134.)

In the month of February, this year, his Majeſty was pleaſed to order the following promotion of Flag-Officers:

Honourable George Townſhend Francis Holburne, Eſq;	} Vice-Admirals of the Red.
Thomas Cotes, Eſq; Thomas Frankland, Eſq; Lord Harry Powlett Harry Norris, Eſq;	} Vice-Admirals of the White.
Thomas Broderick, Eſq; Sir Charles Hardy, Knight George Earl of Northeſk Charles Saunders, Eſq;	} Vice-Admirals of the Blue.

Thomas

Thomas Pye, Eſq;
Charles Stevens, Eſq;
Philip Durell, Eſq; } Rear-Admirals of the Red.

Charles Holmes, Eſq;
Samuel Corniſh, Eſq; } Rear-Admirals of the White.

Francis Geary, Eſq; - Rear-Admiral of the Blue.

In the month of June, the following Captains were promoted to Flags, viz.

Smith Callis, Eſq;
George Bridges Rodney, Eſq; } Rear-Admirals of the Blue.

The ſucceſs which our privateers had the preceding years, encouraged more adventurers to try their fortunes in like manner, ſo that the Channel ſwarmed with them. But their harveſt was over. The French trade to the Weſt Indies was in a manner ruined; indeed, very few French veſſels ventured to ſea; ſo that many perſons, from their want of ſucceſs, loſt ſuch great ſums by the equipment of privateers, that they were unable to indemnify their owners. Great numbers of theſe privateers were very ſmall; and ſome of them were commanded by men remarkable only for a brutal courage, and entirely devoid of every principle of honour or humanity; and the horrid exceſſes committed by ſome of thoſe wretches upon neutral veſſels, called loudly for the puniſhment of the perpetrators.

The traffic which the Dutch had entered into with the French, in ſupplying them with naval ſtores, and conveying the produce of their colonies to Europe, gave theſe miſcreants a pretext for boarding all Dutch veſſels they met, and for ſearching them. A Dutch ſhip from Copenhagen, having on board the baggage and domeſtics belonging to the Marquis de Pignatelli, Ambaſſador from the Court of Spain to the King of Denmark, was boarded no leſs than three times ſucceſſively, in the Engliſh Channel, by three different privateers, who forced open the hatches, rummaged the veſſel, broke open and rifled the trunks and packages belonging to the Ambaſſador, inſulted, wounded, and beat his officers and ſervants, and carried off wearing apparel and effects to a large amount, together with letters of credit, and a bill of exchange. Another Dutch ſhip was detained, and rifled by other privateers, who killed ſome of the crew with hatchets, and terribly wounded the reſt.

Complaints of theſe piracies and robberies having been made to the Court of London, the Lords of the Admiralty promiſed, in the Gazette, a reward of five hundred pounds, without deduction, to any perſon who ſhould diſcover the offenders concerned in theſe acts of piracy. Some of them were accordingly detected, and brought to a public trial, when they were condemned, and moſt deſervedly ſuffered death at Execution-dock, near Wapping. But Adminiſtration reſolved, in next ſeſſion of Parliament, to redreſs, if poſſible, this grievance, and put an effectual ſtop to ſuch proceedings in future. Accordingly, an act was paſſed, intituled, "An act to explain and amend "an act of the twenty-ninth of George II., for the encou- "ragement of ſeamen, and the more ſpeedy and effectual "manning of his Majeſty's navy; and for the better preven- "tion of piracies and robberies by private ſhips of war." The preamble to this act ſets forth, That repeated complaints have of late been made, of divers outrageous acts of piracy committed by the crews of ſmall veſſels, being, or pretending to be Engliſh privateers. And after enacting, That from and after 1ſt June 1759, ſo much of the act of the 29th of George II., as directs the granting of commiſſions to privateers, is repealed; it declares, that ſuch commiſſions are however ſtill to be granted, upon application to the Admiralty; but providing, that no ſhips ſhall be entitled to theſe in Europe, except ſuch as are above one hundred tons burden, and carrying ten carriage guns, three pounders, and forty men; unleſs the Admiralty, in their diſcretion, ſhall think fit to grant ſuch commiſſion to any ſhip of inferior ſize or burden.

The power thus granted to the Admiralty, was in conſequence of a petition from the inhabitants of the iſlands of Guernſey and Jerſey to Parliament, ſetting forth, That a great number of the inhabitants of thoſe iſlands, had now, as well as in former wars, embarked a great part of their fortunes in equipping ſmall privateers, which uſed to run in cloſe with the French ſhore; and, being diſguiſed like fiſhing-boats, had not only taken a number of French prizes, to the great annoyance of the enemy; but alſo obtained material intelligence of their deſigns, on many important occaſions: That theſe ſervices could not be performed by large veſſels, which durſt not

not approach ſo near the coaſt, and indeed could not appear without cauſing an alarm, which was communicated from place to place by appointed ſignals. For theſe and other reaſons, they prayed to be exempted from the penalties in the bill then depending.

EAST INDIES.

Vice-Admiral Pocock having refitted his ſquadron at Bombay, made ready for ſea; and on the 7th of April, ſailed for the coaſt of Coromandel, uſing his utmoſt endeavours to get round the iſland of Ceylon before the French fleet, which were daily expected from the Mauritius. Having gained this neceſſary point, he continued to cruize in ſtations the moſt likely to intercept the enemy's fleet, and at the ſame time to protect our own trade.

On the 30th of June, he had the good fortune to fall in with the Grafton and Sunderland from England, with five ſail of Eaſt Indiamen. On board of theſe ſhips he found proviſions and ſtores, of which his ſquadron ſtood very much in need.

On the 3d of Auguſt, he ſailed for Pondicherry. Off this place he cruized during the whole of that month, but could ſee nothing of the enemy, nor hear any tidings of them. Both his proviſions and water beginning to grow ſcarce, he was neceſſitated to proceed with the ſquadron to Trincomalé, where he got a ſupply of thoſe articles. He ſailed from thence with his ſquadron on the 1ſt of September, having, a few days before, diſpatched the Company's frigate Revenge, with orders to cruize off Ceylon, and to keep a ſharp look-out for the enemy.

On the 2d, at ten in the afternoon, the Admiral perceived from the maſt-head fifteen ſail in the S. E. quarter, ſtanding to the N. E. Theſe proved to be the enemy's fleet; and, ſoon after, they ſaw the Revenge chaſed by a French frigate, who fired ſeveral ſhot at her. Upon which the Admiral made the ſignal for a general chaſe, and ſtood toward the enemy with all the ſail he could crowd. This ſoon obliged the

enemy's frigate to give over chaſe, and rejoin the French ſquadron. Falling little wind, our fleet was prevented from getting near them when the day cloſed.

Comte D'Aché, on his arrival at the Mauritius, was joined by a reinforcement of ſhips under M. de l'Aguille, an officer of merit and abilities. After refitting, and ſtrengthening his ſquadron with an additional number of guns, he ſailed for India the 17th of July, and arrived off Ceylon on the 8th of Auguſt. His fleet now conſiſted of eleven ſail of the line: of which, four were King's ſhips; the others appertained to the Eaſt India Company. Vice-Admiral Pocock had only nine ſail of the line. (See Note 135.)

This formidable fleet, the greateſt that had ever appeared in the Indian ſeas, was chaſed, invited, and even provoked to fight by a much inferior force; for, on a comparative view of the two ſquadrons, it appears that Admiral Pocock had but nine ſhips of the line, including the Cumberland, which was ſo weak and diſabled as to be obliged to be reduced from ſixty-ſix to fifty-eight guns, in order to eaſe her; whilſt M. D'Aché had eleven ſail of the line, and a much greater ſuperiority not only in guns and men, but in ſize of ſhips and weight of metal. The enemy, notwithſtanding their ſuperior ſtrength, endeavoured to ſteal away in the night undiſcovered; but were fruſtrated in this deſign, by the Admiral's ordering the Revenge to make ſail to the S. E., and to try to keep ſight of them. She was ſo lucky as to diſcover them about eleven at night, and immediately made the ſignal, on which the whole fleet bore down towards them.

On the 3d, about one in the morning, a heavy ſquall coming on, which continued till three, obliged our fleet to bring-to, and clew up their ſails. At day-break, the enemy's fleet was diſcovered bearing N. E. by N., about five or ſix miles diſtant. Admiral Pocock then made the ſignal for a general chaſe to the N. E.; Point Pedroon, on the iſland of Ceylon, bearing weſt ſix or ſeven leagues. At nine, the enemy's fleet bore N. E. by E., and were formed in a line-of-battle ahead, on the ſtarboard tack, with the wind at W. N. W. A little after nine, Admiral Pocock made the ſignal for a line-of-battle a-breaſt, and ſtood for the centre of the enemy's fleet, which

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kept under way, and appeared to go from the wind; by which means our fleet altered their bearings greatly; for, by noon, they bore S. E. by E., diſtant ſix or ſeven miles.

The wind decreaſing as the day advanced, and the Tyger and Newcaſtle ſailing very ill, though they carried all the ſail they were able, it was near ſun-ſet before our fleet could form their line. About a quarter after five, our ſquadron being nearly abreaſt of the enemy, they wore, and came to the wind on the other tack; upon which our ſhips tacked, the rear firſt, and ſtood for the enemy's ſquadron. Our fleet was now about four miles diſtant, with very little ſteerage way, and continued ſo till near ten; when a freſh breeze ſpringing up from the S. S. W., our ſquadron hauled cloſe to the wind under their top-ſails, and formed the line ahead. This ſhift brought the enemy aſtern, and a little upon the weather quarter of our line; but it ſoon after proving hazy, our fleet loſt ſight of them. What is very remarkable, the enemy made no ſignal, in this or the preceding night, either with guns or lights. The Revenge was ſent to look out aſtern, but, not perceiving them, ſhe was ſent ahead; and, about eight o'clock next morning, ſhe made the ſignal for ſeeing four ſail to the N. E.; on which a general chaſe was begun by the whole ſquadron, and continued till near two in the afternoon; at which time, ſeeing no more than two ſhips, and the Admiral finding he could not come up with thoſe, he made the ſignal for the Revenge to come into the fleet; when he ſtood to the northward, and made all the ſail he could to get off Pondicherry, juſtly concluding the French ſquadron was bound thither.

The Admiral got off that place early in the morning on the 8th, but ſaw no ſhips in the road. At one in the afternoon, however, of that day, he diſcovered the enemy's fleet to the S. E.; and by three, he counted thirteen ſail. He was then ſtanding to the northward with the ſea breeze; and, to prevent their paſſing him, he kept a ſharp look-out in the night. On the 9th, at ſix in the morning, he only diſcovered part of the enemy's ſquadron; but, by nine o'clock, he counted ſixteen ſail. At two in the afternoon, the wind ſpringing up, he made the ſignal for a general chaſe; and at four, the enemy appeared to be formed in a line of battle abreaſt, and bore right down upon

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on him. Admiral Pocock ordered the Revenge to keep between our ſquadron and the enemy during the night, in order to obſerve their motions.

At ſix in the morning on the 10th, the enemy's ſquadron bore S. E. by S. diſtant eight or nine miles, and was formed in a line of battle ahead on the ſtarboard tack. Admiral Pocock continued bearing down on them in a line of battle abreaſt, with the wind about N. W. by W. At ten, the enemy wore, and formed a line of battle ahead on the larboard tack; and at eleven, our ſquadron did the ſame. Rear-Admiral Stevens in the Grafton being then oppoſite to the Zodiaque, began the action on our ſide; when, perceiving Admiral Pocock in the Yarmouth was coming cloſe to that ſhip, after giving her a few broadſides he left her; then, puſhing on, he attacked the Vengeur; which having drove out of the line, he went to the aſſiſtance of the Tyger and Newcaſtle, two ſhips ahead of him, that had ſuffered very much from the ſuperiority of the ſhips of the enemy which they had engaged. One of theſe, the St Louis, did not long withſtand the fire of the Grafton, but retired out of the line. The Rear-Admiral then attacked the Minotaur, and the Duc d'Orleans, and continued to engage both theſe ſhips till the battle ended. Admiral Pocock beſtowed his firſt fire on the Comte de Provence; and then ſhot ahead, and engaged M. d'Aché in the Zodiaque. The action now became general with ſeven of the headmoſt Britiſh ſhips; but the Sunderland ſailing very ill, kept back the Weymouth. Theſe two ſhips from the French Admiral beginning the combat before they could cloſe the line, were in a great meaſure deprived of the glory of the day; by which means the Saliſbury, our weakeſt ſhip, was left alone to engage the Illuſtre, ſupported by the Fortunée; and, in conſequence of ſo unequal a fight, was greatly ſhattered, having in a ſhort time loſt her main-top-gallant-maſt, and, preſently after, her main-top-ſail, which obliged her, for a little, to quit the line: juſt at this time, the Sunderland luckily got up, and directly engaged the Illuſtre.

The Elizabeth led the Britiſh van, and attacked the Actif, which ſhip, in leſs than a quarter of an hour, took fire. This accident bringing her crew from the guns to extinguiſh it, the Elizabeth took every advantage of the diſaſter, and kept up a well

well directed cannonade on the Actiff, who for a conſiderable time was unable to return a ſingle ſhot. M. de l'Aguille, in the Minotaur, perceiving the diſtreſs of the Actiff, went to her aſſiſtance, which obliged the Elizabeth to haul her wind: by this manœuvre ſhe was unluckily drove beyond the line of action. The Tyger then engaged the Minotaur, and the Newcaſtle the St Louis: in this conflict, from the diſparity of our ſhips, they were both greatly diſabled: it was then that Rear-Admiral Stevens in the Grafton came very opportunely to their aſſiſtance. The enemy having aimed much at the rigging of our ſhips, the Sunderland, who had to deal with both the Illuſtre and Fortunée, before ſhe had fired three rounds, was in a manner diſabled by the fall of her main-top-ſail; and her head braces being likewiſe ſhot away, her fore-top-ſail ſwung back, which made her fall aſtern of her two opponents. At three o'clock, the Saliſbury got into the line again; and, in a quarter of an hour afterwards, both the Comte de Provence and the Duc de Bourgogne, were obliged to quit it in order to refit their rigging; on which the Illuſtre cloſed up to the Zodiaque.

At four o'clock, the only French ſhips which kept the line and continued the engagement, were, the Minotaur and Due d'Orleans againſt the Grafton, the Zodiaque againſt the Yarmouth, the Illuſtre againſt the Cumberland, and the Fortunée and Centaur againſt the Saliſbury and Sunderland. Soon after, the Fortunée and Centaur quitted the line. The French Admiral being at this time rendered inſenſible by a very bad wound he had received in his thigh from a grape ſhot, and the Captain of the Zodiaque being killed an hour before, the officer next in command ordered the ſhip to be wore, in order to join thoſe who had gone off, when the other French ſhips ſoon followed their Admiral; which having joined, their whole ſquadron bore away, and ſtood to the S. S. E., with all the ſail they could crowd. The four ſhips that compoſed our van, had ſuſtained ſo hot a fire, during two hours, from ſix of the enemy's largeſt ſhips, that they were in no condition to purſue. The Tyger had her mizen-maſt and main-top-maſt ſhot away, beſides being in other reſpects greatly diſabled. The Newcaſtle was much damaged in her maſts, yards, and rigging. The Cumberland and Saliſbury in the rear, were not

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in a condition to make ſail. The Yarmouth had her fore-top-ſail yard ſhot away in the ſlings; and the Grafton and Elizabeth were greatly diſabled in their maſts, yards, and rigging. The Sunderland and Weymouth, in ſhort, were the only ſhips capable of purſuing the enemy; ſo that only ſeven of our ſhips received the whole fire of the enemy's fleet, till towards the concluſion, and, even then, only eight.

The enemy continued retreating to the ſouthward till dark; at which time, Admiral Pocock ordered the Revenge to keep between our ſquadron and the enemy's; and then lay-to on his larboard tack, in order that the diſabled ſhips might repair their damages. At day-break, on the 11th, the enemy were ſeen to the S. S. E., laying-to on the larboard tack, about four leagues diſtant, the wind about weſt. On diſcovering our ſquadron, they immediately wore and brought to on the other tack, and continued ſo till the evening, when their diſtance was ſo much increaſed, that they could hardly be diſcovered from the main-tops of our ſquadron.

At this time, the wind coming to the eaſtward, the Admiral wore, and ſtood under an eaſy ſail to the S. W.; the Sunderland having the Newcaſtle in tow; the Weymouth the Tyger; and the Elizabeth the Cumberland.

The loſs the enemy ſuſtained in this battle, was near fifteen hundred men killed and wounded. Among the former, was the Captain of the Zodiaque, and M. Surville of the Centaur: among the latter, the Comte d' Aché. Their ſhips were much damaged in their hulls; but as their rigging had ſuffered little in compariſon with ours, they had it now in their power to reach Pondicherry; the only point they now ſeemed ſolicitous about. They accordingly ſailed for that place, where they landed about four hundred European ſeamen, two hundred Caffres, two or three lacks of rupees, and the diamonds which they found in the Grantham Indiaman; the value of the diamonds might be about two lacks more.

The loſs of men we ſuſtained in this action, was very conſiderable; there being no leſs than five hundred and ſixty-nine men killed and wounded, viz. one hundred and eighteen killed in the action, ſixty-ſix who died of their wounds, one hundred and twenty-two dangerouſly wounded, and two hundred and ſixty-three ſlightly. Among the killed, was Captain Colin Michie of the

the Newcaſtle, together with Captain Gore and Lieutenant Redſhaw of the marines; Lieutenant Elliot and the gunner of the Tyger; the maſter of the Yarmouth, and boatſwain of the Elizabeth. Amongſt the wounded were Captain Somerſet of the Cumberland, who was hurt in one of his ancles; and Captain Brereton of the Tyger, who received a contuſion on his head. All the officers and ſeamen behaved with the greateſt bravery and ſpirit during the action; and, by the vigour and conſtancy of their fire, obliged the enemy to retreat, notwithſtanding the great ſuperiority of their force. On the 12th, Admiral Pocock having got ſight of the ſhips in Negapatnam road, early in the morning; and ſeeing nothing of the enemy's fleet, he came to an anchor with the ſquadron at ten o'clock in the forenoon, about three leagues to the ſouthward of that road; and in the evening, diſpatched the Revenge to Madras, with letters to the Governor and Council. On the 15th, the whole ſquadron came to an anchor in Negapatnam road, where the Admiral inſtantly ſet to work to repair his damages, refit his ſquadron, and put things in the beſt condition poſſible for ſervice that the time permitted. Early in the morning on the 26th, he once more put to ſea, and ſtood to the northward; and at nine, he was joined by the Revenge from Madras, who brought him a reinforcement of ſixty-three men belonging to the Bridgewater and Triton, which had been taken at Fort St David's, and exchanged at Pondicherry; beſides ten impreſſed men from the Calcutta Indiaman. Theſe were divided between the Tyger and Newcaſtle, as thoſe were the ſhips which had loſt the greateſt number of men, in the late engagement. The Admiral likewiſe received a letter from the Governor and Council, of which the following is an extract.

"SIR,

"The Revenge anchored here the night of the 14th inſtant; "and next morning, we received the honour of your letters, "dated the 8th and 12th inſtant; containing advice of your "diſcovering the enemy's fleet on the 2d, and, after much fa- "tigue, bringing them to an action on the 10th. The warm "fire you ſuſtained for two hours with ſeven ſhips againſt e-

"leven, and obliging them at laſt to make their retreat; will "do immortal honour to you and Mr Stevens, and all the "brave officers who had the happineſs to ſerve under you: "and we feel much for the Commanders of the Weymouth "and Sunderland, who were deprived, by the nature of the "enemy's diſpoſition, from coming in for an equal ſhare of "the glory of the day. We look upon this as the laſt effort "of the enemy, and well might they boaſt of their ſuperiori-"ty; but the check they have met with, will ſhew them they "are diſappointed of the mighty effects they expected from "this armament. It is fortunate you found means to force them "to an engagement before they reached Pondicherry, as "the troops they may have brought for landing, have no "doubt had a ſhare in the loſs. As yet, we have not heard "of their arrival at Pondicherry; but we ſuppoſe them there "by this time, as the wind has been ſtrong ſoutherly. After they "have landed their troops and ſtores, no great advantage can "be expected by engaging them; and we would rather take "the liberty to recommend the waiting, until joined by the "reinforcements from England, &c. &c.

"*Fort St George, September 16th*, 1759."

From the enemy's ſquadron having been for ſome time at Pondicherry, they muſt have had all their damages thoroughly repaired, and in every reſpect ready for action. As Admiral Pocock was neceſſitated to paſs by that place, in his way from Negapatnam to Madras, he judged his doing it in the night would be liable to miſrepreſentation, and that it would certainly give the enemy reaſon to conclude, that the ſquadron had ſuffered ſo much in the late engagement, that he was deſirous of avoiding the French fleet. Notwithſtanding all the advantages of ſuperiority and ſituation, Admiral Pocock determined not to paſs the enemy's port in the dark, nor balk M. d' Aché, if he had a mind to try his ſtrength with him once more.

By break of day of the 27th, Admiral Pocock and his fleet were got cloſe in with Pondicherry road, where the French ſquadron was lying at anchor in a line of battle. Our fleet not being in a condition to attack them in that place, where they would be ſeconded by the fort and batteries on ſhore; the Admiral therefore

fore drew his ſquadron into a line of battle ahead upon the ſtarboard tack, and was then almoſt within random ſhot of their neareſt ſhip. The wind blowing off ſhore, about W. S. W., our ſhips lay with their main-top-ſails to the maſt, juſt keeping a proper ſteerage way for the line of battle to continue well formed. While our ſquadron remained in this ſituation, the French Admiral made the ſignal, at ſix o'clock, to heave a peak, and, an hour after, to weigh; and by the time all the ſquadron, which conſiſted of eleven ſail of the line and two frigates, was under ſail, it was near ten o'clock, at which time, as the wind was off ſhore, our ſhips conſequently were driven to the leeward of them, and, lying as before mentioned, expected they would bear directly down and engage. But M. d'Aché had no ſuch intention. He made the ſignal for his ſquadron to keep cloſe by the wind, and alſo to make ſail and ſtretch away to the ſouthward in a line of battle ahead; by which manœuvre, they increaſed their diſtance, from about random ſhot at day-light, to near four leagues to windward at ſun-ſet. Had they cut or ſlipped their cables, on firſt diſcovering our ſquadron, they might have come to an action before ſeven o'clock; and, after they got under ſail, had they bore directly down, might have been cloſe along-ſide by eleven.

Admiral Pocock was now convinced, that the enemy were reſolved, by every means in their power, to avoid coming to another engagement; and as their whole conduct indicated a deſign to leave the coaſt of Coromandel, and make good their retreat to their iſlands, he convened the Rear-Admiral and Captains of his fleet, to conſult what was proper to be done on the preſent occaſion, and the probable conſequences of a further purſuit. They all agreed in opinion, that the French Officers, being ſatisfied with the ſervices they had done the French Eaſt India Company, in landing at Pondicherry what men they could ſpare from their fleet, were now determined to avoid coming to another action; and that if we purſued with any view of coming up with them, they would lead our ſhattered ſquadron quite up to their iſlands. But, beſides that the condition of our ſhips would not permit us to follow them at all to the ſouthward; excluſive of theſe reaſons,

there was ſtill a more cogent one for the ſquadron's repairing immediately to Madras; as at that time there was not above two days bread, and very little water on board: and the monſoon being near at hand, a ſupply of thoſe articles became requiſite, in order to navigate the ſquadron to Bombay, before the tempeſtuous ſeaſon commenced, at which time it is extremely dangerous for ſhips to remain on the coaſt of Coromandel.

The Admiral, with the ſquadron, coming to an anchor in Madras road, on the 28th, ſuch expedition was uſed in refitting, victualling, and watering the ſhips, and adminiſtering to the ſick and wounded, that the whole ſquadron was enabled to ſail from thence, the 17th of October. Next day they fortunately met with Rear-Admiral Corniſh and his ſquadron, and the long-expected reinforcements from England, together with the Ajax, Stormont, and Houghton Indiamen, having Colonel Eyre Coote and the greateſt part of his regiment on board. Admiral Pocock ordered all the troops newly come from Europe, to be put on board the Queenborough; and diſpatched her immediately with the three India ſhips for Madras, where they arrived the 27th.

The whole fleet now made ſail for the coaſt of Malabar; but in going round the iſland of Ceylon, they encountered ſuch ſevere gales of wind, that the Cumberland and Saliſbury, being in great diſtreſs by leaks which they could not keep under with all their pumps, made ſignals to ſpeak with the Admiral. The Saliſbury's diſtreſs appearing the greateſt, as her crew, by being kept conſtantly at the pump, were over-fatigued, the Admiral ordered her to be aſſiſted with eleven men and an officer from each ſhip. Notwithſtanding this ſupply of freſh men, and having thrown thirty of their guns overboard, at the end of two days, they found the water ſtill gain ſo much upon them, that they were again obliged to make the ſignal of diſtreſs. Upon this, the Admiral ordered all the boats of the fleet to ſtay by the Saliſbury, to ſave the crew in caſe of the ſhip's ſinking; and ſent Rear-Admiral Corniſh and Captain Harriſon on board, to examine into her ſituation, before he would too haſtily take the people out of her. They immediately ordered freſh men to the pumps, beginning with their own barges crews; by this means ſhe was ſoon cleared, and

by

by the help of a thrummed ſail put under her bottom where the principal leak was, they made it practicable to keep her free with half her pumps. Judging her now to be no longer in danger, they returned to their own ſhips; and the Saliſbury made ſail the next morning.

Admiral Pocock being deſirous of ſending Rear-Admiral Corniſh to the coaſt of Coromandel, as ſoon as the ſeaſon would permit, diſpatched him with the Lenox, Duc d' Acquitaine, York, Weymouth, Sunderland, and Falmouth, for Tillicherry, which was the general rendezvous. The weather now becoming exceedingly fine, and the monſoon appearing to be ſet in, Admiral Pocock, knowing that a ſingle ſhip will always make a quicker paſſage than a fleet, ſuffered every ſhip to make the beſt of her way for the intended port; with orders, that each, as they arrived, ſhould begin to take in their water, and put their ſick aſhore. On the 20th of November, the Yarmouth, Elizabeth, and York, arrived at Tillicherry; and, by the 21ſt, the whole ſquadron came in.

That no time might be loſt in refitting the ſhips at Bombay, and preparing them for their return to the coaſt of Coromandel, Admiral Pocock gave orders to Rear-Admiral Stevens, on the 26th, to proceed directly to Bombay with the Grafton, Elizabeth, Tyger, and Saliſbury, and followed himſelf on the 29th; leaving orders with Rear-Admiral Corniſh to ſail with the ſix ſhips under his command, for the coaſt of Coromandel on the 15th of December, as it was to be hoped the ſeaſon would then be favourable, and the ſick and wounded recovered. Though the Vice-Admiral was under orders to return to England; yet on receiving the accounts of freſh diſturbances in Bengal, he determined to remain in India ſome time longer; but as ſoon as he obtained intelligence that the affairs of the Company were re-eſtabliſhed in Bengal, and of the ſignal victory obtained over the French on the coaſt of Coromandel, he reſolved to comply with his orders, having the inexpreſſible pleaſure of leaving the affairs of the Eaſt India Company in ſuch a proſperous condition, and in delegating the command of the ſquadron to an officer of ſuch diſtinguiſhed merit as Rear-Admiral Stevens, the companion of his dangers and victories, not more conſpicous for his bravery and good conduct, than

than for the harmony which always ſubſiſted between him and the Vice-Admiral, and his readineſs to concur in the execution of every ſervice which he thought advantageous to his King and country.

Before Vice-Admiral Pocock left India, he received letters from the three Preſidencies, replete with the ſtrongeſt expreſſions of their ſenſe of the zeal which he had at all times ſhewn, and the actual ſervices which he had ſo often performed, for the benefit of the Eaſt India Company, and the honour of the Britiſh flag. Theſe teſtimonies were juſtly due to his diſtinguiſhed merit; as, while on this ſtation, he had diſplayed very great courage and abilities. The Britiſh Annals do not afford a ſimilar inſtance, of the ſame Commander fighting three pitched battles, in the ſpace of eighteen months, againſt a much ſuperior force, without loſing a ſhip, and uniformly compelling his antagoniſt Comte d'Aché to retreat. Indeed, the whole of his behaviour, while on this important ſervice, redounds much to his honour, and cannot fail to tranſmit his name to poſterity with the higheſt applauſe; and by thoſe of his profeſſion is well worthy of imitation.

The junction of the ſquadron from England, under the command of Rear-Admiral Corniſh, gave the Britiſh ſuch a decided ſuperiority in point of naval force in India, that the French fleet never returned back from their iſlands; and the want of ſo powerful an aid, greatly accelerated the ruin of the affairs of the French Eaſt India Company.

Rear-Admiral Stevens ſailed from Bombay, the 21ſt of March, for the coaſt of Coromandel, with the Grafton, Elizabeth, Tyger, and Newcaſtle; and Admiral Pocock, in the Yarmouth, ſailed from thence, the 7th of April, for England; leaving at Bombay the Saliſbury, which, having had a thorough repair, was then almoſt ready to ſail; together with the Cumberland, which was to be taken into dock the firſt high tide.

On the 17th of April, Admiral Pocock arrived at Anjingo, and ſailed from thence on the 21ſt. At this port, he received a letter from Admiral Stevens, which waited his arrival, dated April 11th, on which day he ſailed from thence, acquainting him of his proceedings; particularly, that he had retaken three ſmall Engliſh veſſels off the Vingorla rocks, from the Malwans,

Malwans, a ſet of pirates who had captured them but a few hours before; and that there had been no account of the French ſquadron ſince the time of their departure from Pondicherry the 2d of October 1759.

On the 18th of June, Admiral Pocock arrived at the iſland of St Helena, where he found his Majeſty's ſhips Rippon and Colcheſter, waiting to convoy home the Eaſt India ſhips, three of which were of very great value, having on board a great quantity of diamonds, and rich goods from Bengal. For the ſecurity of ſo conſiderable an object, the Admiral thought proper to delay his voyage until the 7th of July, when he ſet ſail with the ſhips of war, and ſeventeen ſail of Eaſt Indiamen, and conducted them ſafely to the Downs on the 22d of September. This was ſuppoſed to be the richeſt fleet that ever arrived in England.

A few days after he reached London, the thanks of the Honourable Eaſt India Company were voted to him, at a General Quarterly Court of Directors and Proprietors held at the India-Houſe, for the great and glorious ſervices which he had done the Company in the Eaſt Indies: and at the ſame meeting it was propoſed, to have either his ſtatue or portrait taken, whichever was moſt agreeable to him, to be placed in their hall; and a deputation from the Directors were ordered to wait on him, to know his pleaſure on the occaſion. He made choice of the marble. During his abſence, in January 1760, he was choſen one of the repreſentatives in Parliament for Plymouth. His Royal Maſter gave him alſo a moſt gracious reception: and ſoon after his arrival, he was promoted to be Admiral of the Blue ſquadron; beſides having the Moſt Honourable Order of the Bath conferred on him.

While the grand naval armament of France was employed on the coaſt of Coromandel, a ſmall ſquadron was equipped, with the greateſt ſecrecy, to be ſent againſt ſome diſtant factories of the Britiſh Eaſt India Company, which the enemy learned were in a very defenceleſs ſtate, and in no expectation of an attack being made on them.

The reader will remember, in ſpeaking of the famous ſiege of Madras, in the affairs of laſt year, that Colonel Draper, in a ſally he made from the town, took Brigadier-General M. d'Eſtaign priſoner. This gentleman, requeſting permiſſion

to

to go to Pondicherry, Mr Pigot, the Governor, was ſo good as to grant him leave on his parole, which he gave in the uſual form, viz. "not to ſerve directly or indirectly againſt the Bri-"tiſh during the preſent war, or until he ſhould be regularly "exchanged." Yet how muſt it ſurprize every military perſon, to find that M. d'Eſtaign was on board this fleet? And although he affects, in the firſt part of its ſucceſs, not to appear as a principal; yet there is the greateſt reaſon to believe, that he had the chief command and direction of all its operations.

But to proceed.—Their force conſiſted of the Condé of fifty guns, the Expedition of twenty-two, and ſome ſmall veſſels. On the 13th of October, they made their appearance before Gombroon, in the Gulph of Perſia, (See Note 136.); and the ſame day landed about one hundred and fifty Europeans, and about the ſame number of Caffres. The Company's veſſel, the Speedwell, was in the road: the crew ſet her on fire, abandoned her, and retired to the factory. This ſettlement is of ſo very ſmall note, that it ſcarce deſerved to be mentioned in any thing relating to the late war, had not the French, with their uſual oſtentation, magnified the reduction of a defenceleſs factory by the pompous appellation of a ſiege, and foretold ſuch bad conſequences to the Eaſt India Company from this inſignificant conqueſt. This factory was eſtabliſhed on ſome very great privileges being granted to the Company; and here they ſold a conſiderable quantity of woollen goods, until the troubles in Perſia broke out, when their trade declined very much. The air is ſo very unhealthy, from the hot winds, that the place is almoſt deſerted even by the natives, except at the time the Eaſt India Company's ſhips arrive, when they come, and traffic for what they want, and retire.

This being the ſtate of the commerce carried on here, there was no occaſion for warehouſes; nor was there ever any fort built here. The only ſtrength of the place conſiſted in a ſtrong houſe, in which the Company's agent and his clerks lived; and the garriſon conſiſted only of a ſmall detachment of ſoldiers, ſcarcely adequate to the neceſſary ſervice for which they were deſigned, viz. to defend the Company's ſervants from the robbers with which the neighbouring country is infeſted. Againſt this paltry place the enemy advanced, and began to bombard

bombard it from two mortars, and to batter it from four pieces of cannon; and, as if this force had not been ſufficient to reduce the factory, the frigate, at high water, hauled very near, and began to cannonade it. The agent, and all the Europeans in the place, which were about thirty, did all in their power to defend it; but the Topaſſes and Sepoys would not ſtand to their guns.

About three in the afternoon, the French ſummoned the place to ſurrender. And upon a conſultation with the few military they had, they were of opinion that they ſhould ſubmit, as the houſe was not tenable againſt ſuch a force. The following curious articles were ſoon after agreed upon and ſigned.

" ARTICLES of CAPITULATION for the EAST INDIA COMPANY'S FACTORY of GOMBROON, between ALEXANDER DOUGLAS, Eſquire, Chief of the ſaid Settlement and Council, and Monſieur DES ESSARS, Captain of his Moſt Chriſtian Majeſty's ſhip Condé, and Commander in Chief of the preſent Expedition, and Monſieur CHERNYARE, Captain-Commander of the Land Forces.

" Article I. SO ſoon as the preſent capitulation is ſigned, a detachment of French troops are to take poſſeſſion of the factory. The keys are to be delivered to the Commanding Officer; and no perſon is to come in or go out without his permiſſion, as he will take care to prevent diſorders and thefts.

" Article II. All effects, of what kind ſoever, contained in the factory, are to belong to the beſiegers, and are to be delivered to the French Commiſſary, with all books and papers in the poſſeſſion of the beſieged. The beſiegers are to be ſhewn the warehouſes, that they may place the neceſſary centinels over them. The artillery, arms, ammunition, proviſions, money, merchandize, and ſlaves; in general, every thing contained within the factory, is comprehended in this article.

" Article III. The Chief, the garriſon factors, writers, and all Europeans in the ſervice of the Engliſh Eaſt India Company; in general, all the ſubjects of his Britannic Majeſty in

the factory, are to be priſoners of war, under the following clauſes only.

" Article IV. Whereas Monſieur d'Eſtaign, Brigadier of Foot, and formerly priſoner of his Britannic Majeſty, is now on board the ſhip Condé, in his way to Europe, by the way of Buſſorah, and being deſirous of rendering more ſecure the intelligence received, of an exchange being made in his behalf, between Mr Pigot, Governor of Madras, and Monſieur Lally, Lieutenant-General; it is now agreed between the beſiegers and beſieged, that Alexander Douglas, Eſquire, Chief of the Engliſh Eaſt India Company's factory at Gombroon, with William Naſh, Enſign Johnſton, Dymoke Lyſter, Lieutenant George Bembow, Lieutenant Richard Evans, and Richard Mainwaring, are lawfully exchanged for Monſieur d'Eſtaign; and they are at full liberty to go where, and to what place they pleaſe. In conſequence of which, Monſieur d'Eſtaign is under no other clauſe, than what is ſpecified in the ſixth article.

" Article V. Though the preſent exchange of priſoners is an unneceſſary precaution in behalf of Monſieur d'Eſtaign, yet all perſons mentioned in the preceding article are abſolutely free. But ſhould Monſieur d'Eſtaign have been already exchanged, as undoubtedly he is; in that caſe, for the ſeven perſons already mentioned, who now enjoy their liberty, a like number, and of equal ſtation, of his Moſt Chriſtian Majeſty's ſubjects, are to be releaſed, whenever a cartel is made.

" Article VI. Monſieur d'Eſtaign, in order to fulfil with the greateſt exactitude the promiſe he made Governor Pigot, that he would not take up arms againſt the Engliſh, on the Coromandel coaſt only, for the ſpace of eighteen months, reckoning from the 1ſt of May 1759, deſires it may be inſerted in the preſent capitulation, that, notwithſtanding he is now exchanged, yet he will keep the promiſe he made Governor Pigot, of not taking up arms againſt the Engliſh on the Coromandel coaſt only, for the ſpace of eighteen months; but he is at free liberty, in all other places, to take arms.

" Article VII. If it is poſſible to agree about the re-purchaſing of Gombroon factory, it will be looked on as a part of the preſent capitulation, the beſiegers reſerving to themſelves the liberty

liberty nevertheleſs to do therewith as they may think fit, ſhould no agreement be concluded with the beſieged.

" Article VIII. In conſequence of the exchange of Monſieur d'Eſtaign, and at his particular requeſt to Monſieur Des Eſſars, Alexander Douglas, Eſq; Chief of the Engliſh Eaſt India Company's ſettlement of Gombroom, and all others mentioned in the fourth article, have liberty, and may carry off all their own effects of what kind or ſort ſoever, excepting ammunition, proviſions, marine, military, or warlike ſtores.

" Dated at Gombroon, the 14th day of October, at ſix o'clock in the morning, in the year of our Lord 1759.

ALEXANDER DOUGLAS.

" DES ESSARS. WILLIAM NASH.

CHARNYARE. RICH. JOHNSTON."

We have deviated from our general plan, and given this extraordinary capitulation at full length, in order to make the infamous conduct of M. d'Eſtaign appear as conſpicuous as poſſible; and to lay open to all the world, the groſs falſities advanced therein concerning him. For, in the firſt place, he could not have received any advice of his being exchanged, as, at the time of ſigning this paper, no cartel had taken place between the two nations; and, in the ſecond place, the parole he gave to Mr Pigot, was in the expreſs terms as we have above narrated it. This diſhonourable partizan, either never had any ſerious thoughts of going to Europe, or muſt have ſuddenly relinquiſhed them; for, as ſoon as they had ſold, or embarked on board their ſhips every thing valuable in the place, they ſet fire to the houſes, blew up the factory, and ſailed on another expedition, where this ſelf-exchanged priſoner had the effrontery openly to aſſume the chief command.

The beginning of January 1760, this adventurer arrived on the coaſt of the iſland of Sumatra with his armament, and ſoon after attacked Nattal and Sappanooly, our two moſt northern ſettlements on that iſland. The latter place made a ſpirited defence: it ſtood a cannonade for three days, and was at laſt taken by ſtorm. On the 29th, the enemy appeared off Fort Marlborough, (See Note 136.), the principal Britiſh ſet-

tlement in the iſland. The Denham Indiaman from Bengal was in the road; and, as the enemy attempted to become maſters of her, the crew ſet her on fire, and retired to the fort. The defence made here, did not correſpond with the reſt of our behaviour in India; for, after a few days defence, the fort was abandoned, and the garriſon retired up the country, where M. d'Eſtaign ſoon obliged them to ſurrender priſoners of war. No ſooner was he in poſſeſſion of this ſettlement, but he ſucceſſively made himſelf maſter of all the places the Britiſh had in Sumatra, making all the Europeans priſoners of war. Having ſent theſe to Batavia, from whence they were afterwards carried to Madras; M. d'Eſtaign, after completely deſtroying our forts and ſettlements, ſailed for the Mauritius with very conſiderable booty.

The enemy's cruizing veſſels fell in with ſeveral of our Eaſt India ſhips, all of which had the good fortune to beat them off, except the Grantham, Captain Oliver, homeward bound from Bengal, which they took near to the Cape of Good Hope; and proved a very valuable capture, ſhe having diamonds and goods on board, to the amount of near 300,000l.

We ſhall conclude our account of the tranſactions in the Eaſt Indies this year, with the following very extraordinary affair:—

The French were not the only enemies the Engliſh Eaſt India Company had to contend with. The Dutch, ever watchful to extend their commerce, and to augment their dominions in India, took the opportunity, while we were repelling the attacks of the French, to ſend a very conſiderable naval force, and troops, to Bengal; in hopes, as theſe ſettlements were at a diſtance from the theatre of the war, to find us ſo much off our guard, that our commerce and factories in that country muſt eaſily fall victims to their artful deſigns. They went about the execution of this plan with great ſecrecy; but, notwithſtanding all their precautions, Colonel Clive, Governor of Bengal, had notice of their deſigns, and prepared accordingly to receive them.

As the following letter from Calcutta, gives a very juſt repreſentation of this ſingular tranſaction, we here beg leave to preſent the reader with a copy of it.—"The chief ſettlement

"the

"the Dutch have in Bengal, is a very ſtrong fort and fac-
"tory at Chinſura, on the river Ganges: at this place, but
"more ſo at Calcutta, a very conſiderable trade is carried on
"in ſaltpetre. The Dutch ſeemed long to have been graſp-
"ing at an opportunity to ingroſs this trade to themſelves; and
"the preſent opportunity, when our ſhips of war were not on
"the coaſt, ſeemed the moſt favourable. Under colour, there-
"fore, of reinforcing their garriſons, the Governor of Bata-
"via had formed a ſcheme of ſending thither ſuch a body of
"troops, as would ſecure to the Dutch, not only the whole
"trade of ſaltpetre carried on there, but in time might be a-
"ble to worm out the Engliſh from the trade of Bengal.
"Happily Colonel Clive ſuſpected their deſign. Upon the
"arrival of the firſt two tranſports, which were ſhips of thirty-
"ſix guns, and full of men, the Colonel ſent a letter to the
"Dutch Commodore, informing him, that he would not al-
"low him to land any forces, or march them up to Chinſura,
"as he had from good authority been made acquainted with
"their ſcheme. In anſwer to this letter, the Dutch Commo-
"dore wrote to Colonel Clive, that he never intended to
"march any forces to Chinſura, and that he only begged the
"liberty of putting his men aſhore down the river, to refreſh
"them; which liberty Colonel Clive granted to him, upon
"condition that they ſhould not offer to march farther. In
"the mean time, five other Dutch ſhips arrived in the river.
"The Dutch Commodore thinking himſelf now in a ſituation
"to act as he pleaſed, reſolved to retaliate the ſuppoſed injury
"he had received, in not being permitted to go up the river:
"he therefore not only ordered the land-forces now on ſhore
"to make the beſt of their way to Chinſura, but he alſo gave
"orders to the ſhips under his command, to uſe their utmoſt
"endeavours to ſeize every Engliſh ſhip that ſhould appear
"upon the river. In conſequence of theſe orders, ſeveral
"ſmall veſſels belonging to the Company were taken that day,
"and detained as lawful prizes. Tueſday following, the Cal-
"cutta, (one of the Eaſt Indiamen), Captain Wilſon, went
"down the river, bound for England. When he came a-
"breaſt of the Dutch Commodore, the Dutchman hailed him,
"and told him, if he offered to paſs, they would ſink him.

"As

" As they were getting ready their guns and ſeemed in ear-
" neſt, Captain Wilſon thought it moſt prudent to return up
" to Calcutta, where too of our Indiamen were lying, viz. the
" Duke of Dorſet, Captain Forreſter, and the Hardwicke,
" Captain Sampſon. Captain Wilſon, upon his arrival, in-
" formed Colonel Clive of his being ſtopt: whereupon, the
" Colonel ſent orders to the three ſhips above-mentioned, im-
" mediately to get in readineſs; and gave them orders to uſe
" their utmoſt endeavours, to take, burn, or ſink, every Dutch
" ſhip or ſhips they ſhould meet with. The ſhips immediate-
" ly were equipped; their quarters lined with bags of ſaltpetre
" to ſcreen the men from the ſhot; and each of them took on
" board two additional twelve pounders. Thus fitted out,
" they fell down the river, till they came up to the ſeven
" Dutch ſhips, who, on their approach, drew up in a line of
" battle to receive them *. Three of the Dutch ſhips mount-
" ed thirty-ſix guns, three twenty-ſix, and one ſixteen guns,
" each. Our ſhips, as they approached, followed their ex-
" ample, and drew up in a line likewiſe. As the Duke of
" Dorſet was the neareſt the enemy, Captain Wilſon of the
" Calcutta, the Commodore, fired a gun as a ſignal for her to
" begin the engagement; which ſhe immediately did, and came
" to an anchor cloſe to the enemy. Unhappily it fell a dead
" calm, ſo that the Duke of Dorſet was engaged alone cloſe
" to the enemy a conſiderable time, before either the Hard-
" wicke or Calcutta could poſſibly come up: however, they at
" laſt got up, and all three joined in keeping a continual and
" very hot fire upon the enemy, which was returned by the
" Dutch with great briſkneſs. At length, two of the Dutch
" ſhips were obliged to ſlip their cables, and run away; and a
" croſs-ſhot having cut the cable of another of their ſhips, ſhe
" drove aſhore, ſo that there were now only four ſhips to en-
" gage with. A few broadſides after, the Dutch Commodore
" ſtruck his flag to Captain Wilſon, upon which the others
" followed

* The Dutch ſhips were the Vliſſingen, of thirty-ſix guns, J. James Zuydlandt, Commodore; the Bleiſwyk and Wilgeleegen, of thirty-ſix guns each; the Princeſs of Orange, the Elizabeth Dorothea, and the Waereſd, of twenty-ſix guns each; and the de Moſſel, of ſixteen guns.

"followed his example *. In the engagement, which juſt "laſted two hours and five minutes, our ſhips did not loſe one "man; a circumſtance the more remarkable, as the Duke of "Dorſet was tore almoſt to pieces, having about ninety ſhot "in her hull: Captain Forreſter was wounded in the knee "with a ball, and is reduced ſo low, that it is feared he "cannot ſurvive it. After the Dutch ſhips ſtruck, Captain "Wilſon had the curioſity to go on board them. He report-"ed that they were a moſt ſhocking ſight, the decks being co-"vered with dead bodies, and every thing beſpattered with "blood and brains. Out of one ſhip, he ſaw thirty dead bo-"dies thrown overboard; from which, and from other cir-"cumſtances, he had reaſon to believe, that their loſs in the "engagement muſt have amounted to ſome hundreds. The "crews were all carried up priſoners to Colonel Clive. Dur-"ing this naval engagement, the land-forces which the Dutch "had put aſhore, were in full march for Chinſura, to the "number of about eleven hundred. Colonel Clive having in-"telligence of their march, ſent a corps of five hundred Eng-"liſh to oppoſe them, under the command of Colonel Ford. "The two engagements ended much about the ſame time; "and in both, the Engliſh were victorious. Colonel Ford "played his part ſo well, that he killed four hundred on the "ſpot; and made all the reſt priſoners, and carried them like-"wiſe to Colonel Clive. This laſt victory is the more happy "for us, as, had it gone otherwiſe, in all probability, the in-"tereſt of the Engliſh in Bengal would have ſuffered greatly; "for the new Nabob, whether from ſome ſecret correſpon-"dence with the enemy, or from the natural treachery of the "people, ſtood by with a conſiderable army to join the victo-"rious party, whatever ſide ſhould get the better. This appear-"ed from his after behaviour; for, though he ſtood by a tame "ſpectator of the apparently unequal combat the Engliſh ſuſ-"tained, no ſooner did victory declare in their favour, than "he ſent to the commander and offered his ſervice, and even "offered

* In this I imagine there is a miſtake; as, on the Dutch Commodore's ſtriking his flag, his ſecond did not ſurrender, but fought his way, and made down the river to Culpee, where he was intercepted by the Oxford and Royal George, two of our Indiamen juſt arrived in the river.

"offered his army to reduce Chinſura; but Colonel Clive "thought proper to decline accepting his ſervice. This affair "is now made up; and Colonel Clive has delivered back the "ſhips to the Dutch, on their giving ſecurity to pay 100,000l. "for the damage the Engliſh ſuffered in the two engage-"ments. Both engagements happened on the 24th of No-"vember."

WEST INDIES.—LEEWARD ISLAND STATION.

TOWARDS the cloſe of Autumn, 1758, intelligence having been received, that the French Carribbee iſlands were weakly garriſoned, and might be eaſily reduced, an expedition was planned, for attacking them. A body of troops, conſiſting of near five thouſand men, was collected for this ſervice: but, for ſome time, the Miniſter was unable to find a general officer who would accept of the command; many having declined it, on various pretexts. At laſt, it was conferred on Major General Hopſon, who, though almoſt worn out with age and infirmities, accepted it, on the principle, that he had no right to refuſe undertaking any ſervice his Majeſty thought fit to order him upon. He had under him Major General Barrington, and Brigadier Generals Armiger, Haldane, Trapaud, and Clavering. (See Note 137.) This armament ſailed from England the end of November, eſcorted by eight men of war of the line, commanded by Captain Robert Hughes; and arrived in Carliſle bay, in the iſland of Barbadoes, the beginning of January, 1759. On board of theſe ſhips of war, were ſeven hundred marines, commanded by Lieutenant Colonel Rycaut; which corps were, in caſe of need, to land as a battalion, and act in concert with the army. Here they found Commodore Moore with his ſquadron, who took upon him the command of the fleet, and was ſoon after joined by the Ludlow Caſtle, with the ſecond battalion of Royal Highlanders under her convoy from Scotland. Commodore Moore deprived Lieutenant Colonel Rycaut, of the marines, of all command; whereby that uſeful corps was never permitted to land and act with the land-forces, which was a very great loſs to the army.

While

While here, the neceſſary orders were given for landing the troops, and making a deſcent on the enemy's coaſt; and, that theſe orders might be more clearly underſtood, while other matters were getting ready, the General had the whole army twice diſembarked in Carliſle bay, in the manner they were ordered to land when acting againſt the enemy: while here, each line of battle ſhip, received forty negroes, to aſſiſt the army in drawing the cannon, &c. On the 13th January, the whole fleet ſailed from Barbadoes, and next day got ſight of Martinico, (See Note 137.) Early on the 15th, they were cloſe in with Diamond Rock; and, in the afternoon, entered the bay of Fort Royal. The Floriſſant of ſeventy-four guns, and the Bellone frigate, were then lying off Negro Point: which ſhips, immediately on deſcrying the Britiſh fleet, ſlipped their cables, and turned up the bay, and, by ſix in the evening, came to an anchor in the Carenage, behind the citadel of Fort Royal. The frigate was diſpatched in the night for Europe; but, on her paſſage to France, ſhe was taken by a ſhip of Admiral Holmes's ſquadron going to Quebec. As our ſhips turned up the bay, the enemy fired ſome ſhot from the Iſle de Ramieres, at the headmoſt ſhips; but finding this had no effect, they deſiſted. The Commodore, having given the neceſſary orders for attacking the batteries along ſhore early next morning, the fleet kept plying to windward all night.

By break of day, on the 16th, the Briſtol and Rippon, beat up the bay for a ſmall fort on Negro Point. The Lyon, likewiſe deſigned for this ſervice, had drove out to ſea in the night. By eight o'clock, the two ſhips got cloſe to the fort, and began ſo warm a fire, that the enemy ſoon abandoned it; when a detachment of marines was landed from the former, who, climbing up the rocks, entered the fort, and hoiſted Britiſh colours. About the ſame time, the Wincheſter, Woolwich, and Roebuck, attacked the batteries in Cas des Navieres bay, about a league below Fort Negro, where it was propoſed to land the troops. By ſome accident, the enemy's powder magazine at this place blew up. The ſhips, after ſilencing the enemy's batteries, were ordered to remain at their ſtations, frequently firing upon the ſhore, and into the woods, to prevent the enemy from aſſembling a body of forces to oppoſe a

deſcent. The French having thrown up intrenchments in ſeveral ſmall bays, lined them with troops, who, expecting the army to land there, kept cloſe concealed behind them; intending from thence to have poured their whole fire upon our troops as they approached the beach.

The Generals and chief engineer, after reconnoitring the coaſt, fixed on a place where the landing ſhould be attempted. About two o'clock in the afternoon, the Commodore made the ſignal for the troops to prepare to land, and to rendezvous under the ſtern of the Cambridge; where they were ranged into three diviſions, commanded by Captains Shuldham, Gambier, and Burnet. At four o'clock, the ſignal for the deſcent being made, the troops rowed briſkly towards the ſhore, under cover of the fire from the ſhips which had attacked the huts along ſhore in the morning, and made good their landing between Cas des Navieres bay and Point Negro, without any oppoſition from the enemy. The boats immediately returned to the tranſports; and before day-light was gone, moſt of the troops were diſembarked, and the remainder, with the light artillery, early next morning. The army took poſt on the high ground above Fort Negro, and lay on their arms all night. The ſquadron came to an anchor between Fort Negro and Iſle de Ramieres; when the enemy, perceiving that the ſhips were within reach of their ſhells, began to bombard them. Some of the ſhells fell beyond the Rippon, Lyon and Briſtol; and one fell very near the Cambridge; on which, the Commodore ordered the headmoſt ſhips to weigh, while he himſelf ſlipped his cable, and dropt aſtern. During the night, the enemy were conſtantly employed in fortifying every place, where there was a poſſibility of troops marching to attack the citadel of Fort Royal. The nature of the country greatly aided their efforts; and the whole militia being now in arms, they amounted to at leaſt ten thouſand men, who were to oppoſe an army of no more than four thouſand four hundred and forty-four men, as appeared by the returns given in to the General.

By day-break of the 17th, the light artillery being landed, and the enemy appearing in large bodies on a riſing ground near a wood; the grenadiers of the army, under the command of Lieutenant Colonel Crump, were ſent to attack them. On the approach

proach of the grenadiers, the enemy retreated into the wood, from whence they kept up a warm, though irregular fire; inſomuch, that our troops could not force them from thence; whereupon the ſixty-firſt regiment, with ſome field pieces, were ſent to ſupport the grenadiers. The enemy, however, were likewiſe conſiderably reinforced, and kept ſo much under cover of the trees and buſhes, that the Colonel after repeated attacks, found he could not diſlodge them; and the French having ſet fire to a large field of ſugar canes on the flanks of Colonel Crump's corps, their retreat became ſo much endangered, that, about eleven o'clock, the General ſent an order for them to retire, and to take poſt nearer to the army, and more out of reach of the enemy's ſhot.

The General, being thus foiled in his firſt attack, ſent an aid-de-camp, with a letter to the Commodore, demanding his aſſiſtance to enable him to attack the citadel of Fort Royal; and, while waiting for an anſwer, a party of the Royal Highland regiment were ſent to ſkirmiſh with the enemy, where, though very roughly handled, they behaved with the greateſt bravery. The General had requeſted the Commodore to land the battering cannon at the ſavannah near to the town of Fort Royal, and to attack the citadel with the ſhips of the line, while he battered it from the land; as unleſs theſe demands were complied with, he could not, he ſaid, maintain his ground. On this, the Commodore ſummoned a Council of war of naval officers, who judged it impoſſible to comply with the demands made; as, in landing the cannon at the ſavannah, the boats employed on that ſervice, muſt of neceſſity be expoſed to the fire of Fort Royal, which could not be attacked by the ſquadron, without the greateſt riſk; for, the eaſterly wind and leeward current conſtantly ſetting out of the bay, prevented the men of war from proceeding higher, without being frequently obliged to tack; in doing of which, ſome hours would be requiſite, and the ſhips all the while be expoſed to the cannon and mortars of Fort Royal, the Iſle de Ramieres, and a ſtrong battery at the upper end of the bay. Fort Royal is built on a peninſulated rock, which projects into the bay, and being conſiderably higher than any ſhip, it could not be attacked by the ſquadron with any proſpect of ſucceſs. The Commodore, there-

fore, offered to land the cannon at Fort Negro, and that the ſeamen ſhould drag them to what place the General thought proper to begin his attack; a moſt difficult and hazardous ſervice, as the whole country from Fort Royal to Fort Negro is very uneven, being much interſected by deep ravines and narrow paſſes.

The General, judging his ſtrength inſufficient to reduce the iſland, came to a reſolution to retreat that ſame evening on board the tranſports. The better to deceive the enemy, intrenching tools, chevaux-de-friſe, &c. were landed; parties kept ſkirmiſhing with the enemy's advanced poſts; and a breaſtwork was begun. But, as ſoon as night ſet in, ſome of the ſhips of war drew near to Point Negro, to cover the re-embarkation of the troops, in caſe they ſhould have been attacked in their retreat. This reſolution of General Hopſon's being quite unexpected, the enemy gave him no moleſtation: the army began to re-embark about ſeven, and were all on board by eleven o'clock at night. Our loſs in this attempt, was only one officer and twenty-two men killed, with two officers and forty-ſeven men wounded.

Early on the 18th, a Council of war was held, when it was determined to leave Fort Royal bay, and make an attempt on St Pierre, the capital of the iſland. As the General was deſirous that no time might be loſt, the Commodore immediately made the ſignal to weigh; and, the better to deceive the enemy, kept turning into Fort Royal bay, till the evening, when the whole fleet ſtood out of the bay, and run down along the weſt ſide of the iſland; and, by ſix o'clock next morning, (the 19th,) were off the town of St Pierre, it bearing E. N. E. diſtant four miles. This town is large and well built, ſituated at the upper end of a ſpacious bay. Its only ſtrength is a ſmall, though regular citadel, with ſome batteries of cannon and mortars, on the heights above the town. The deſtruction of this town, was all that could be effected by the ſhips, as, from the great depth of the water, they could have come within piſtol ſhot of the fort; and at this inſtant a weſterly wind, a phenomenon in theſe latitudes, ſprung up, and blew right into the bay till evening. Nothing could be more favourable to the attack than this circumſtance. But even after the town had been deſtroyed, the conqueſt of the iſland was at as great a diſtance

tance as ever; as ſtill Fort Royal remained to be reduced; and, until that was done, there was no poſſibility of maintaining our ground on the iſland with ſo ſmall a force.

Before the town, lay a great number of veſſels, which might have been deſtroyed by the bomb-ketches; but this was never attempted. At ſeven o'clock, the Commodore ordered the Panther in to ſound the bay, which was done from ſide to ſide: at eight, two bomb-ketches were ordered towards the town; and at noon, the Rippon was ſent againſt a battery, a mile and a half north of St Pierre's. While the Rippon was proceeding to her ſtation, things had much the appearance of an attaek: But another Council of war being called, the plan of operations was once more changed; the bomb-ketches were forbid to bombard, and the Panther was recalled. The fleet of the enemy's merchant ſhips and privateers at anchor before the town, beheld our ſupineneſs in full ſecurity. Why the Panther, was not ordered to fire ſome broadſides as ſhe ranged along the bay, and the bomb-ketches to throw ſhells among them, was matter of general ſurprize, as that would have obliged them either to run aſhore, or put out to ſea, when they muſt have fallen into our hands. But, what was ſtill a greater cauſe of wonder, even after the reſolution of entirely deſiſting from the attack on Martinico had been determined on, the Rippon was ſuffered to proceed alone againſt the battery, as if to try the experiment, whether the power of her thunder alone, was ſufficient to have reduced the iſland. Captain Jekyl brought up againſt the battery at two o'clock, within half a cable's length of the ſhore, in thirty-five fathom water, and immediately began a very warm fire. The battery was preſently ſilenced: but the enemy, having now no other object in view, beſtowed the whole of their attention on this ſeemingly devoted ſhip; for, no ſooner was the firſt battery ſilenced, than they opened another on a point to the northward, and a third on a hill to the ſouthward, which, with the battery at the north end of the town, and a bomb-battery, all fired at the ſame time on the ſhip. Captain Jekyl, from his ſituation, was obliged to fire from both broadſides and ſtern-chaſe guns at the ſame time, for upwards of two hours. The enemy often hulled the ſhip, wounded the maſts, ſails, yards and rigging, and killed and wounded ſeveral men.

Captain

Captain Jekyl, at half an hour after four, obſerving the Commodore with the men of war and tranſports, to be above two leagues aſtern; the bomb-ketches called off, and no ſhip of the ſquadron engaging the enemy, or any coming to his aſſiſtance, notwithſtanding they muſt ſee the deſperate ſituation the Rippon was in; concluded, that all thoughts of the attack againſt St Pierre, were laid aſide; and finding his ſhip to be in great danger from the number of ſhells, moſt of which were extremely well directed, he ordered his boats to be manned, the cable to be cut, and the ſhip to be towed off. On her retreat, all the batteries redoubled their fire; thoſe that had been ſilenced, opened again; ſome of them raked her fore and aft; a ſhell ſunk the long-boat aſtern; while the militia poured an inceſſant ſhower of ſmall ſhot on her. The ſhip was now ſo cloſe to the ſhore, it was every moment expected ſhe would take the ground; and as ſhe was attacked from ſo many different points, Captain Jekyl found it neceſſary, not only to continue to fire at once from both ſides, and from his ſtern-chaſe, but even to run two guns out of the ſtern gallery.

At half an hour after five, the Commodore having ſent a Lieutenant on board, with orders to tow off the ſhip; at ſix, a breeze ſpringing up, ſhe was ſoon out of reach of the enemy's ſhot. The Rippon, in this engagement, expended upwards of ſeven hundred great ſhot, though, for the laſt two hours of it, fifty men were employed in towing off the ſhip, beſides above forty ſick in the hold during the whole time of the action. Captain Jekyl, in this conflict, diſplayed the moſt conſummate bravery. Never was a ſhip in greater danger of being ſunk; for the enemy's bomb-battery was well ſerved, and they ſoon got her diſtance with ſuch exactneſs, that few of the ſhells (which were conſtantly thrown from the beginning to the end of the action) fell farther from the ſhip than twenty yards; while many dropped along-ſide, and one between the barge and the yawl. Thus ended this attack on Martinico, which certainly was not attacked ſo briſkly as it ought, and brought no kind of credit to our arms. The Commander in chief of the land-forces, was not equal to ſuch ſevere ſervice: although his intentions were extremely good, yet from the infirmities

of

of age, he was obliged to take every thing by report. Had he been in the prime of life, able to have exerted himſelf, and to have led on the attack briſkly, there is little reaſon to doubt, that, from the blow being ſo very unexpected, and the conſternation the enemy appeared to be in, the conſequence muſt have been, the reduction of the iſland in a very ſhort time.

The ſame Council of war that agreed to relinquiſh the attack on Martinico, reſolved on that againſt Guadaloupe, (See Note 137.), the next object pointed out to the General by his inſtructions. Accordingly, at eight in the morning of the 20th, the Commodore made ſail to the northward, and was ſoon after joined by the troops from Antigua. By noon of the 22d, the fleet was cloſe in with the town of Baſſe-Terre, the capital of the iſland of Guadaloupe, and kept plying all day between that iſland and Iſles des Saintes; while the General Officers, Commodore, and chief engineer, were employed in reconnoitring the town and the ſhore. The town is built along a fine open bay, defended by ſeveral batteries of heavy cannon towards the ſea; and, on a conſiderable eminence to the ſouthward of the town, ſtands Fort Royal, mounting forty-ſeven pieces of cannon.

From the time the fleet appeared, the enemy were extremely buſy in throwing up intrenchments to defend every poſſible landing place, and in taking every precaution that the time would admit of, to reſiſt an attack. From the great height of Fort Royal above the water, the chief engineer was of opinion, that it was impregnable to the ſquadron, and that their lower-deck guns could not batter it. The ſubſequent attack, ſhewed his opinion to be well founded; as the ſhot from the men of war, neither injured the walls, nor diſmounted the cannon, but almoſt entirely ruined the upper ſtories of the barracks. As ſoon as the ſhore had been ſufficiently explored, a Council of war was held, wherein it was reſolved to make an attack on Baſſe-Terre with the men of war early next morning; and the Commodore, notwithſtanding the chief engineer's opinion to the contrary, reſolved to place the three largeſt ſhips of the line againſt the citadel. The ſhips were ordered to attack in the following order.

Lyon

Ships.	Guns.	
Lyon	60	A battery to the ſouthward of the citadel, of nine guns.
St George	90	The citadel of Fort Royal, mounting forty-ſeven guns.
Norfolk	74	
Cambridge	80	
Panther	60	The Royal battery in the town, of twelve guns.
Burford	70	
Berwick	64	A battery in the town, of ſeven guns, called St Nicholas's.
Rippon	60	Le Morne Rouge, a battery of ſix guns en barbette, a little to the northward of the town.

The Captains were ordered to ſilence their reſpective batteries, if poſſible, and to ly by them till further orders. The bomb-ketches had, during the night, thrown ſome ſhells into the fort and town to interrupt the enemy, who were extremely buſy at their works; but theſe did little or no execution. About ſeven in the morning of the 23d, Commodore Moore ſhifted his broad pendant from the Cambridge to the Woolwich; and, half an hour afterwards, he made the ſignal to engage, on which the ſhips deſtined to attack, drew into a line, and ran down cloſe along the ſhore of Guadaloupe. At nine o'clock, the Lyon got abreaſt of the battery ſhe was ordered to attack, and began to engage very warmly. She was raked however by a ſmall battery aſtern to the ſouthward, and by all the guns which the citadel could bring to bear upon her. At half paſt nine, the St George, Norfolk, and Cambridge, began to engage the citadel, and kept up a moſt inceſſant fire, till five in the afternoon, when the fort ceaſed firing. At ten, the Panther anchored with a ſpring on her cable, cloſe to the Royal battery; and continued warmly engaged for ſeveral hours.

The Burford, who was to have ſupported the Panther, had unfortunately let go her anchors too ſoon, by which means, when ſhe began to engage, ſome of her ſhot ſtruck the Panther. This obliged Captain Shuldham, in the heat of the action, to ſend an officer

officer on board the Burford to acquaint Captain Gambier of the accident, who finding, by his ſituation, that his fire would be of no ſervice, ſlipped his cables, and drove off to ſea. The Berwick was juſt going to let go her anchors abreaſt of St Nicholas's battery, when the enemy ſet fire to ſome of their ſmall craft, and cut them adrift; one of which was ſo near driving on board of her, that ſhe was obliged to relinquiſh her ſtation, and ſtand out to ſea to avoid being ſet on fire.

The Rippon, about a quarter of an hour after ten, brought up againſt the Morne Rouge battery; but having run in too cloſe, on letting go her anchors ſhe tailed the ground, and ſtuck faſt; and, from the Berwick's being obliged to put out to ſea, ſhe was expoſed to the fire of the St Nicholas, as well as the Morne Rouge batteries. At twelve o'clock, the Lyon, St George, Norfolk, Cambridge, Panther, and Rippon, were in hot action. The citadel was ſeverely galled by the ſhot from the Panther, as Captain Shuldham ordered all the cannon which could be brought to bear, to play upon it. The Lyon having ſilenced her battery, was called off, about two o'clock, by the Commodore. Of all the ſhips that were engaged, the Rippon was in the greateſt danger. After having ſilenced the Morne Rouge battery, the enemy perceived ſhe was aground; upon which they returned to their guns, filled their intrenchments with a large body of militia, and kept up an inceſſant fire of great guns and ſmall arms; while the St Nicholas battery raked her on the ſtarboard bow, and killed and wounded many men. To add to her diſtreſs, a large box, containing nine hundred cartridges of gun-powder, blew up on the poop, and ſet fire to the ſhip, which was with much difficulty extinguiſhed. All her grape ſhot was expended. Having made the ſignal of diſtreſs, the Briſtol, Captain Leſlie, came immediately to her aſſiſtance; run in between her and the St Nicholas battery, which had played upon her from the beginning of the action; and kept a well-directed fire upon it. His marines, at the ſame time, taking the militia in the trenches in flank, drove them from their poſt, ſo that the fire on the Rippon in great meaſure ceaſed, eſpecially when the Roebuck, Captain Lynn, run in and engaged the battery of ſix guns to the northward of the Morne Rouge, and ſilenced it.

It being now near five in the evening, and the whole of the enemy's cannon ſilenced, the Commodore made the ſignal for the troops to prepare to land; on which the firſt and ſecond brigades got into their boats, and repaired to the rendezvous; by which time, night was near at hand. The Commodore having ſoon after recalled the ſignal, the troops were ordered back to their reſpective tranſports; in doing which, owing to the darkneſs of the night, and the men of war, on their return from the batteries, having nearly run down ſome of the boats, they found great difficulty and danger.

The Rippon ſtill continued aground. Captain Jekyl uſed every means to get her off. He ordered all the larboard guns to the ſtarboard ſide, ſtarted thirty tons of water in the forehold to lighten her forward, and employed all his boats in endeavouring to tow her off. Having carried out hawſers, all hands were ordered to the capſtern, but the anchors came home; and in this diſagreeable ſituation did the ſhip remain, till near twelve o'clock at night, when, contrary to almoſt every one's expectation, ſhe gave a ſudden ſtart, and immediately floated, to the great joy of the officers and men, who were not without apprehenſions that the enemy would attempt burning her in the night.

About ſeven in the evening, the four bomb-ketches ſtood towards the town, into which they threw ſome ſhells and carcaſſes; and as all the houſes were covered with ſhingles, numbers of them entirely built of wood, and the place contained large magazines and ſtorehouſes of rum, ſugar, tar, &c. whoſe contents took fire like tinder, this beautiful town blazed forth, by ten o'clock, a dreadful ſcene of conflagration. This inconſiderate ſtep, ruined many innocent people: nor has time ever been able to diſcover, what purpoſe the burning of the town of Baſſe-Terre was intended to anſwer; as when this wanton bombardment took place, the batteries were ſilenced, and the place giving no ſort of annoyance to the ſhipping.

The number of men killed in the action, was not proportioned to its ſeverity. The only officer killed, was Lieutenant Roberts of the marines, in the Norfolk: the wounded were, Captain Trelawny of the Lyon, Lieutenant Curle of the marines of the ſame ſhip, and Lieutenant Chaudy of the ma-

rines

lines of the Rippon; with about thirty men killed, and double that number wounded. There were found in the road the hulls of ſeveral veſſels, to ſome of which the enemy ſet fire; while others of them, endeavouring to get out to ſea, were intercepted by the Ludlow Caſtle, and other men of war.

It is very remarkable, that the enemy never hoiſted their colours during the whole of this furious cannonade; concerning which it is but proper to obſerve, that this great expenditure of powder and ſhot might well have been ſaved. But the Commodore ſeemed reſolved, that the ſhips of war ſhould do ſomething more than merely cover the landing of the army, and tranſport their cannon and ſtores. Had the troops been landed, under cover of the frigates, in a bay about a mile to the northward of the town, and which might have been done with very little loſs, as the enemy had only a few companies of regular troops to oppoſe them, the militia would not have long withſtood the cannonade of the covering ſhips. The town, being quite open on the land ſide, muſt either have ſubmitted, or have been abandoned on the approach of the army. The citadel was not in a ſituation to make long reſiſtance againſt a regular attack; and the burning of ſo fine a town, anſwered no purpoſe but to ruin individuals, and to render them more deſperate in the defence of the iſland; whereas, on the contrary, had their wealth and property remained untouched, they would have been anxious for a capitulation, as the only means left them to prevent it from ſuffering by the dreadful calamities generally attendant on war.

The 24th, not a gun was fired from the ſhore; while the town ſtill continued to burn with unremitted violence. The whole fleet came to an anchor in the bay by two o'clock in the afternoon; and at three, the Commodore made the ſignal for the troops to prepare to land. Theſe immediately got into their boats; and by five in the evening, the firſt and ſecond brigades were landed a little to the northward of the town; and, preſently after, the third brigade, without any moleſtation from the enemy. Captains Shuldham, Gambier, and Burnet, conducted the debarkation.

The enemy had not time to finiſh the intrenchments they had begun on the riſing ground behind the town, where it was expected they would make an oppoſition; inſtead of which, they

abandoned them, and fled. The army was immediately drawn up on the high grounds, and lay on their arms all night. Soon after the troops had taken poſt behind the town, the enemy abandoned the citadel of Fort Royal, and retired on the other ſide of the river Gallion, towards the mountains. On this, the ſixty-firſt regiment was diſpatched to take poſſeſſion of the town and citadel; four hundred of whom, under Major Teeſdale, went againſt the latter; and never were troops in greater danger, as the enemy, when they retired out of the fort, after ſpiking up the cannon, had laid a train to the powder magazine, conſiſting of three hundred barrels of gunpowder. Luckily for our troops, a Genoeſe, who had been the chief gunner of the place, and who had ſecreted himſelf when the French abandoned the fort, found means to deſert; and, juſt as our troops got cloſe to the walls of the fort, he informed the commanding officer of the danger they were all in. Having proffered, if they would follow him, to lead them into the place, his ſervices were accepted. Not a moment being to be loſt, the utmoſt diſpatch was uſed in getting into the citadel, to which the deſerter faithfully conducted them; and the train being the firſt thing ſought for, was found, and inſtantly ſwept away by the pioneers; while the unfortunate negro, who had been bribed with a few dollars to ſet fire to it, was found with the lighted match in his hand, drunk, and ſtaggering towards it. He was immediately ſecured, and his match extinguiſhed. About ſix in the evening, our colours were hoiſted on the rampart of Fort Royal.

The 25th was ſolely taken up in landing the tents and light artillery, and marking out the ground for encamping the battalions on the different heights, in ſuch a manner as to be able, in caſe of an attack, to aſſiſt each other. A corps of light infantry was formed from the different regiments, and the command of it given to Major Melvill, who took poſt with it in a moſt advantageous ſituation, about three miles up the country, which ſo effectually commanded all the paſſes on that ſide, that if the enemy ſtirred, he was, from his ſituation, enabled to give the alarm. And here it is worth remarking, how dangerous it is to allow an enemy to recover from the conſternation into which a ſucceſsful and unexpected attack neceſſarily throws them; it being the opinion of the beſt informed,

formed, that had our troops, ſmall as they were in number, been led on briſkly againſt the enemy early next morning, while their minds were yet ſtrongly impreſſed with fear, their ears ſtill ſounding from the dreadful cannonade of the ſhips of war, no regular plan of defence reſolved on, and their works not yet completed, they would preſently have been drove from their ſtrong hold; and in a few days after, the whole iſland might have been in our poſſeſſion.

M. Nadau, the Governor of the iſland, judged properly in abandoning the citadel; for as he had few regular troops, with which to make a defence, and the place, unprovided with outworks, was commanded by higher ground, he would have been obliged to ſurrender, and with him the whole iſland. But by retiring to the mountains, he was able to aſſemble the whole of the militia; and, truſting to the natural ſtrength of the country, and the unwholeſomeneſs of the climate, he was enabled to hold out for ſome months, during which time he had hopes of ſuccours arriving from Europe, or of our ſtrength being ſo much exhauſted, that we would be obliged to relinquiſh the enterprize: Both of which events were very near taking place. The ſpot he pitched upon to make a ſtand at, was called the Dos d'Ane, from its reſembling, at a diſtance, an aſs's back. Here he convened a great body of the militia, and ſet to work to raiſe ſtrong intrenchments, on which a number of cannon were planted. It was a poſt exceedingly ſtrong by nature, ſituated in a deep cleft in the mountains, and commanded entirely the paſſage into the Capes Terre, by much the richeſt and beſt cultivated part of the whole iſland. The aſcent to this poſt from the town, from which it is diſtant about four miles, is for the moſt part extremely ſteep, the road crooked, and interrupted by rocks and ſtumps of trees; the whole environs being interſected by deep ravines or gullies, at the bottoms of which run rapid torrents of water, which make them ſtill more difficult to paſs; and at every place where there appeared a probability of our attempting to force a paſſage, an intrenchment was thrown up.

On the 26th, our Commanders ſent M. Nadau a letter, containing propoſals for the ſurrender of the iſland. To which he returned the following anſwer.

" GEN-

" GENTLEMEN,

" I HAVE received the letter your Excellencies did me the " honour to write me on the 25th. The propoſals you offer, are " ſuch as could only ariſe from the eaſy acquiſition you have " made of the town and citadel of Baſſe Terre; for otherwiſe, " you muſt do me the juſtice to believe, I would not have re- " ceived them. The force you poſſeſs, is indeed ſufficient to " give you poſſeſſion of the extremities of the iſland; but as " to the inland part of the country, we there have an equal " chance with you.

" In regard to any conſequences that may attend my refuſal " of the terms propoſed, I am perſuaded they will be ſuch on- " ly as are authoriſed by the laws of war: but ſhould it happen " otherwiſe, we have a Maſter who is powerful enough to " take revenge for what we may ſuffer. I am, with reſpect, " your Excellencies moſt humble and obedient ſervant,

" NADAU D'ETRIEL."

" *Guadaloupe, 27th January* 1759.

" To their Excellencies Meſſrs MOORE
" and HOPSON, General Officers of
" his Britannic Majeſty's Forces at
" Baſſe Terre."

This anſwer of M. Nadau was ſpirited and proper. It was no idle gaſconade, ſo characteriſtic of his countrymen, but the dictates of a man reſolved to defend to the utmoſt of his power the charge entruſted to him: for he on all occaſions manifeſted a ſteady courage, and, with a handful of regular troops, and a large body of undiſciplined militia and negroes, he made a ſtand for upwards of three months. At the time this anſwer was communicated to the General, the army was in high ſpirits, and in good health: but inſtead of carrying the war into the Capes Terre, the only part of the iſland where regular troops could act to advantage, he kept them employed in ſkirmiſhing with the enemy, in burning ſome houſes and ſugar plantations, and in repairing and adding ſome works to the citadel of Fort Royal.

This ſort of war coſt the lives of many men; and as the whole of the army was not kept employed, numbers, from mere

mere inactivity, joined to the natural unhealthineſs of the climate, fell ſick, and the hoſpitals became crowded.

On the 4th of February, a detachment was ſent out to attack a houſe which the enemy had fortified, and which gave ſome annoyance to our advanced poſt. It belonged to Madam de Charmy, who, with a true Amazonian ſpirit, headed her ſervants, appeared at every place where the fire was the hotteſt, and encouraged her negroes to defend the poſt to the utmoſt. Indeed, its ſituation was ſuch, that nature alone ſeemed ſufficiently to have guarded it. This plantation was on the ſummit of a ſteep precipice, and ſtrongly intrenched; but as our troops, when properly led on, generally ſurmount all difficulties, they, after a hot diſpute, carried the place, which the enemy deemed impregnable; but with conſiderable loſs. Two officers were killed, and three wounded; and of rank and file there were ſixty men killed and wounded. Much too great a loſs, in obtaining ſo ſmall an advantage.

The enemy ſeeing us ſo very inactive, began to grow more daring, and even to approach within cannon-ſhot. They erected ſome intrenchments on a hill to the ſouthward of the citadel, from whence they greatly annoyed the garriſon with muſketry, and fired at the troops from a ſmall battery, as they relieved the guard at the works beyond the river Gallion. It being reſolved on to attack theſe two poſts, Lieutenant-Colonel Deſbriſay was pitched upon to command the detachment for this ſervice, which conſiſted of the grenadiers, with one hundred men and the pioneers of the ſixty-firſt, and grenadiers of the ſixty-third regiments. Early on the 6th, Colonel Deſbriſay ordered a party, conſiſting of the battalion men and pioneers, to attack and deſtroy the enemy's battery, and level their intrenchments. But the officer (Captain Barford of the ſixty-firſt regiment) who was ſent on this ſervice, having miſunderſtood Colonel Deſbriſay's orders, not only marched againſt a wrong battery, ſituated half a mile more to the ſouth than the one he ſhould have attacked, and deſtroyed the cannon; but, at his ſetting out, committed another capital error, by ſetting fire to upwards of a dozen of negro huts ſcattered on each ſide the road, with which he might have covered his retreat, in caſe he had been attacked. The blaze thereby occaſioned, alarmed the enemy, who immediately repaired

paired to the four gun battery in ſuch numbers, that he now found it impoſſible to fulfil the moſt material part of his orders; and on his retreat his detachment had like to have ſuffered much, being obliged to march back the ſame road by which they had advanced, and cloſe to the negro huts, which ſtill continued to burn with great fury. But being now reinforced by the half of the grenadier company of the ſixty-firſt regiment, they marched up a ſteep hill, and attacked the enemy's intrenchments, which they entered. While the pioneers were employed in levelling theſe, a large body of the enemy were obſerved marching to attack the remainder of the grenadiers which Co. Deſbriſay had poſted on the other ſide of a ravine; and as the party under Captain Barford were very near the enemy, and took them in flank, they inſtantly began a very warm fire on them, which laſted only about ten minutes, when the enemy ſuffered ſo much, that they fled with the greateſt precipitation. The citadel, during this attack, fired a number of cohorns and royals, which, on the enemy's flight, did amazing execution.

In this little affair, the officers of the ſixty-firſt regiment greatly diſtinguiſhed themſelves; and prevented, by their preſence of mind, the party of grenadiers from being overpowered. Our loſs was only eight men killed and wounded: but, by a deſerter who came in next day from the enemy, it was learnt, that their loſs conſiſted of ſeventy men killed, and one hundred and thirty wounded.

While theſe matters were going on with the army, the ſailors were buſied in tranſporting to the citadel ſuch of the enemy's cannon, found on the batteries in the town, as appeared ſerviceable; and in landing ſome cannon from the men of war.

It being reſolved to attack Fort Louis on the Grand Terre ſide of the iſland; on the 6th, the Commodore detached on this ſervice, the Berwick, Roebuck, Woolwich, Renown, Bonetta, two bomb-ketches, and a detachment of marines, under the command of Captain Harman; along with whom, the General detached ſome companies of the Royal Highland regiment. And on the 10th, the Panther was detached to reinforce Captain Harman's ſquadron.

Early on the 13th, Captain Harman proceeded with the ſhips under his command, and attacked Fort Louis in the following

lowing order, having firſt bombarded the place for ſeveral days.

Roebuck	of 40	guns,	Captain Lynn.
Wincheſter,	50	——	Le Cras.
Berwick	64	——	Harman.
Panther	60	——	Shuldham.
Woolwich	44	——	Deering.
Renown	32	——	M'Kenzie.

Beſides the fort, the enemy had a number of batteries along the ſhore, and two redoubts on two hills, each mounting four pieces of cannon; all which played with great fury as the ſhips approached. The cannonade having laſted five hours, every houſe in the fort was burned by the bomb-ſhells, a breach made in the walls, and the enemy drove from their batteries along ſhore. Captain Harman, who, before he proceeded with the ſhips to the attack, had ordered the Highlanders and marines to get into the flat-boats, to be ready to land at a moment's warning, now made the ſignal for the troops to land, when the boats rowed briſkly for the ſhore, and landed, notwithſtanding the enemy kept up a briſk fire on them from their intrenchments and redoubts. Major Campbell, of the marines, commanded the troops, and led them on with ſuch ſpirit, that the enemy were ſoon driven both from the fort, and all their other works, with fixed bayonets; moſt of the mens ammunition having been ſpoiled in landing, owing to the boats not being piloted to the proper place of diſembarkation. The enemy with great labour and ſkill, had drove ſtrong wooden piles, at ſome diſtance from the beach, all along the ſhore, whoſe tops did not appear above water; by which means, the boats not being able to get cloſe enough to the ſhore, the ſoldiers were neceſſitated to plunge into the water, which in moſt places took them above the middle. No troops could behave with more courage than the Highlanders and marines did on this occaſion; nor did they gain their point without conſiderable loſs. A Lieutenant of the Berwick, with ſeveral ſeamen, were killed. While this little exploit was going on, General Hopſon kept the army employed in working at the

additional fortifications he had ordered to be made to the citadel, and in a few trifling ſkirmiſhes with the enemy. Such numbers of the troops fell ſick from this life of inactivity, that his Excellency was compelled to ſend a great many of them to Antigua.

Things were in this diſagreeable ſituation, when, on the 27th of February, General Hopſon breathed his laſt. The command now devolved on Major General Barrington; who reſolved to purſue quite another plan of operations, and to carry the war both into the Capes-Terre and Grande-Terre at the ſame time. The Commodore having intelligence, that the Dutch, from St Eustatia, frequently ſupplied the enemy with proviſions, ſent the Rippon and Briſtol to cruize off that iſland, and, if poſſible, to prevent this traffic.

On the 28th of February, General Barrington gave orders for the army to hut on their preſent ground; which was completely done, by the 1ſt of March. This was only meant, however, as a fineſſe to amuſe the enemy, who looked on it as a certain indication of the army being to remain on the Baſſe-Terre ſide. The artillery, baggage, and ſick, were all embarked on the 2d, 3d, and 4th. The next day, the batteries in the town were blown up; and, very early on the 6th, the out-poſts were called in. Before day broke, the whole of the army were on board the tranſports, except the ſixty-third regiment and a detachment of artillery, who were left as a garriſon in Fort Royal, under the command of Lieutenant Colonel Deſbriſay. The Commodore alſo left the St George and Buckingham men of war, as a further ſecurity to the garriſon. The enemy were greatly ſurpriſed at this manœuvre, who, neither hearing our drums at day-break, nor ſeeing any motion at our out-poſts or camp, ſeemed to ſuſpect an ambuſcade. They therefore ventured, with the greateſt caution, firſt to the out-poſts, then to the firſt encampment, and ſo on to the lowermoſt huts; and finding all abandoned, they, about mid-day, ſet the huts on fire.

On the 7th, the Commodore, with the men of war and tranſports, ſailed for Fort Louis on the Grande-Terre ſide of the iſland; but, from the trade wind and leeward current, it was the 11th before they arrived; and many of the tranſports did not get round till the 20th. On the 11th, a large detachment

was

was ſent out to cover a party of ſeamen, employed in dragging a fiſh-pond; and although the enemy kept at a conſiderable diſtance, yet, by a conſtant, though irregular fire, they killed three men, mortally wounded Lieutenant Sinclair of the Highlanders, and wounded nine private men; a tranſaction, which General Barrington was extremely diſpleaſed with.

At this time, the Commodore received a piece of intelligence, that in a great meaſure deprived the army of the aſſiſtance of the fleet, (by much the moſt formidable part of this armament), and greatly retarded the conqueſt of the iſland: this was, the certain arrival of a ſquadron under the command of M. du Bompart, from Old France, conſiſting of eight ſhips of the line and three large frigates, (See Note 138.), having on board a battalion of Swiſs and other troops, intended for the relief of Martinico, ſhould he find it inveſted by our troops. He was then lying between the Iſle des Ramieres and Point Negro, in the Great Bay of Fort Royal, in the iſland of Martinico; from whence it was very practicable for M. du Bompart to throw ſuccours into Grande Terre, while Commodore Moore, in the ſituation he then lay, would be incapable of putting to ſea to oppoſe him. The Commodore, therefore, came to a reſolution, to call in all the cruizing ſhips, and to ſail immediately to Prince Rupert's Bay, in the iſland of Dominica, where he might be early acquainted with the motions of the enemy, and be ready to follow him, if occaſion required, as he would then be to the windward of Guadaloupe, and only nine leagues diſtant from it. Accordingly, the marines doing duty on ſhore were relieved, and put on board their reſpective ſhips; but they being ſickly, the General, at the requeſt of the Commodore, ſent a detachment from the army on board the men of war; and on the 13th, the ſquadron ſailed from Fort Louis, to Prince Rupert's Bay, (leaving the Roebuck to guard the tranſports), where the Commodore was ſoon after joined by the St George, Buckingham, Rippon, and Briſtol.

This reſolution of the Commodore's, though extremely neceſſary, proved exceedingly hurtful to our commerce in theſe ſeas; for, during his ſtay in Prince Rupert's Bay, the enemy captured a great number of our trading ſhips. This occaſion-

ed great murmurs among the merchants and planters, againſt the Commodore: but when matters are properly conſidered, it evidently appears that it was impoſſible for him to have acted in any other manner, in the then critical ſituation of affairs.

As the deſtination of the French ſquadron, as well as where its future operations might be directed, was uncertain, Brigadier General Haldane reſolved to proceed immediately to his government of Jamaica, to put that iſland in a proper poſture of defence: and having ſailed on the 21ſt, in the Renown frigate, his place, as Brigadier General, was ſupplied by Lieutenant Colonel Crump. As ſeveral tranſports were now arrived with the troops on board; on the 23d, the General ordered a detachment of ſix hundred men on board ſuch tranſports as carried moſt guns, under the command of Lieutenant Colonel Crump, having under him Lieutenant Colonel Barlow; and on the 25th, they ſailed to attack the towns of St François and St Anne's.

The ſame day, arrived three hundred and fifty volunteers from Antigua, Montſerrat, and St Chriſtopher's. Theſe were immediately landed; and the General, being thus ſtrengthened, embarked three hundred men under the command of Major Teeſdale, with a view of attacking the enemy's poſt at Goſier early next morning, very properly judging, that they had ſent a conſiderable part of their forces to oppoſe Colonel Crump, as they did not appear ſo numerous at this poſt as formerly. Early, therefore, in the morning of the 30th, this detachment were in the flat-boats, and rowed for the ſhore. The enemy made a ſhort oppoſition from their battery and intrenchments; but, notwithſtanding theſe efforts, the troops landed, formed on the beach, and inſtantly attacked and drove them from their works, with great ſpirit and reſolution. The town was ſet on fire, and the cannon and battery deſtroyed. In conſequence of the ſucceſs of this detachment at Goſier, the General formed a ſcheme for an attack upon all the enemy's poſts, which they had erected oppoſite to ours. He ſent orders to Major Teeſdale, to force his way to Fort Louis, from which he was diſtant about two miles; and his route lay over a rugged, mountainous, and woody country.

Orders

Orders were likewiſe ſent to the officer commanding the troops in the camp, under the walls of Fort Louis, to make two ſorties, and attack the enemy's intrenchments. At the ſame time, all the boats of the tranſport ſhips up the harbour, were filled with as many men as could be ſpared, and ranged as if going to land in the rear of the enemy's works. Their attention was ſo much diſtracted, that they knew not, by ſeeing ſo many places threatened at once, which to ſuccour firſt; and, apprehenſive leſt they ſhould be put between two fires, they neglected to reinforce a poſt on the top of a high and ſteep hill, which Major Teeſdale had orders to attack: by this means he carried his point, which proved of the utmoſt importance. From the natural ſtrength of this place, if the enemy had behaved with common reſolution, ſucceſs was very uncertain. The flat-boats, therefore, rowed along ſhore as this detachment advanced, to be ready, in caſe of their being repulſed, to bring them off; but finding the enemy ſucceſſively give way, they purſued, and got poſſeſſion of a hill on whoſe ſummit the enemy had eſtabliſhed a poſt, and with immenſe labour, under cover of felled trees and bruſhwood, had erected a battery of three twenty-four pounders, which was to have opened the next morning on our camp, which it entirely commanded. This poſt was carried with the loſs of Captain Gunning of the ſixty-firſt regiment, an excellent officer, and univerſally lamented by the army: ſeven private men were alſo killed, and two officers and ten private men wounded. The intended ſorties from the camp, through ſome miſunderſtanding of the orders, did not take place; by which means the enemy's intrenchments remained unattacked.

The detachment, under Lieutenant Colonel Crump, landed, without oppoſition, between the towns of St François and St Anne. Here he divided his troops into two corps; and ſent Lieutenant Barlow, at the head of one of them, againſt the latter place; while he himſelf proceeded, at the head of the other, againſt the former. The enemy made a ſhew of defending both places; but were attacked with ſuch reſolution, that the towns were carried and burnt, and the batteries and cannon deſtroyed; after which, they returned to the boats, and re-embarked

re-embarked again. This ſervice was performed with the loſs of one man mortally *, and two ſlightly wounded.

As the General had determined to make an irruption into the Capes Terre, he only waited the arrival of ſome tranſports with troops on board, to put his deſign into execution: but, before they arrived, he received a piece of intelligence, which called his attention for a little while to Baſſe-Terre; where the enemy, ſoon after the fleet and army had left that place, became extremely daring. They approached the citadel in conſiderable bodies, and fired into it; by which ſeveral men were wounded. In order to repel theſe attacks, Lieutenant Colonel Deſbriſay, the Governor of the place, ordered the cannon to be fired, whenever the enemy appeared in force; and, to be the more ready for this ſervice, he had cauſed two barrels of gun-powder to be put into the ſtone centry-box, in the angle of the baſtion, to be near at hand when there was occaſion to fire the cannon. Theſe barrels had unluckily been neglected to be properly covered up; and the enemy appearing in a large body, the Governor ordered a few guns to be fired at them; when ſome ſparks from the wadding of one of the guns, were obſerved to blow towards the centry-box where the powder was lodged. Governor Deſbriſay, being informed of this, ſent two bombardiers to cover up the barrels with ſheep ſkins; but the Governor having unfortunately ordered another gun to be fired before the bombardiers could execute the ſervice they were ſent on, a ſpark from the wadding of the gun ſet fire to the gun-powder, which occaſioned a dreadful exploſion. The Governor, and the two bombardiers, were blown to atoms; Major Trollope, Lieutenant Read, ſome artillery men, and ſeveral men of the ſixty-third regiment, were killed; and Captain Gilman, ſeveral other officers, and ſome privates

* This poor fellow belonged to the Royal Highlanders, and received his wound as ſoon as he landed. His companions carried him to a hut cloſe by, where they laid him down, leaving his firelock by his ſide. When the troops were marched to attack the towns, diſtant ſome miles from the place of landing, a raſcally Frenchman came into the hut, and perceiving the dying ſoldier incapable of reſiſtance, he eaſed himſelf on the poor man's breaſt, and was going towards the door; when the ſoldier, full of indignation, muſtered all his ſtrength, laid hold of his muſquet, and fired it at the miſcreant, who fell dead on the ſpot. In this ſituation was he found, when the troops returned to their boats: the worthy ſoldier died, as his companions were carrying him on board.

privates of the ſame regiment, were wounded. The enemy, on perceiving this diſaſter, which they thought greater than it really was, came down in large bodies, with a deſign to attack the fort; but received ſo ſevere a fire, from the cannon and muſquetry, that they were ſoon convinced of their miſtake; and after ſuſtaining conſiderable loſs, they retired within their works. Being ſoon after ſupplied with a thirteen inch mortar from Martinico, they began to throw ſhells into the fort, and were buſy in erecting a battery of cannon; when General Barrington being informed of the ſituation of affairs at this place, he immediately detached Major Melvill with a reinforcement of troops, to take on him the command of Fort Royal; and ſent the chief engineer, to give directions about repairing the fort.

Major Melvill, having reconnoitred the enemy's works, ordered a ſtrong ſally to be made from the fort; who attacked, and effectually deſtroyed their battery; ſpiked up the cannon; and returned into the garriſon, with the loſs of only ſix men killed, and ſix wounded.

As all the tranſports were now arrived, the General collected a body of near fifteen hundred men, (the ſtrength of the army, after reckoning thoſe which garriſoned Fort Royal and Fort Louis, and the detachment on board the fleet.) Theſe he placed under the command of Brigadier-Generals Clavering and Crump; and having been informed that there was a poſſibility of ſurpriſing Petit Bourg, Goyave, and St Maries, at one and the ſame time, he determined to make the trial; ſince, if the attack ſucceeded, the Capes-Terre would be in a manner conquered. On the 5th of April, the troops got into the flat-boats by eight in the evening; and rendezvouſed under the ſtern of the Grenado bomb-ketch. General Clavering having arranged them for the different attacks, proceeded with the utmoſt diligence to put the ſcheme into execution; but the night proved ſo very tempeſtuous, and the negro conductors were ſo much frightened, that they were all in danger of being loſt upon the ſhoals. The Brigadier, however, landed with about eighty men; but the place was ſo full of mangroves, and ſo deep in mud, that after making ſeveral efforts, he was obliged to return; and the enemy having diſcovered the deſign,

ſign, took every precautiou to render ſuch attempt for the future abortive.

General Barrington being laid up with the gout, cauſed Brigadier-Generals Clavering and Crump to reconnoitre the ſhore of Arnonville. In conſequence of the report made by theſe officers, the detachment under their command ſailed on the 12th up the harbour; and, under cover of the Woolwich man of war, which, together with the Grenada bomb, Commodore Moore had ſent to aſſiſt the troops in their operations, they effected a landing by day-break, in a bay near to Arnonville. The enemy made no oppoſition, but fled, as our troops approached, to a ſtrong poſt behind the river Le Coin. This poſt was of the greateſt conſequence to them, as it covered the whole country as far as Bay Mahaut, where their proviſions and ſupplies of all ſorts were landed by the Dutch from St Euſtatia. They had ſpared no pains to render this place impregnable, though its ſituation was ſuch as required very little aſſiſtance from art. The river, on account of a moraſs covered with mangroves, was only acceſſible at two narrow paſſes; and theſe poſts they had fortified with cannon and entrenchments, defended by all the militia of that part of the country. Our troops could only attack them in a very contracted front, which was at laſt reduced to the breadth of the roads, interſected with deep and wide ditches. Our artillery, which conſiſted only of four field pieces (ſix pounders) and two howitzers, kept up a conſtant and well directed fire on the top of the enemy's intrenchments, to cover our attack; which was made with the greateſt coolneſs and bravery. Though the enemy made a ſtout reſiſtance, their works were ſucceſſively carried; and the troops having repaired the bridge, and getting round on their rear, they fled with great precipitation, but were ſo cloſely purſued, that about ſeventy of the firſt people of the iſland were made priſoners. Six pieces of cannon were found on the works; the forcing of which, coſt us one officer, and fifteen men killed, and two officers and fifty-two men wounded.

Brigadier Clavering did not loſe a moment's time; for as ſoon as the artillery was able to paſs the ditches, he preſſed on towards Petit Bourg. On the approach of the army, the enemy abandoned an intrenched poſt they had, about half a mile

to

to the left of the road, and retreated; keeping about two hundred yards in front of our men: the better to retard whose march, they ſet fire to the ſugar canes, which obliged our people more than once to leave the road, to avoid any accident to their powder. Our troops arrived late in the evening, on the banks of the river Lezard; behind the only fordable part of which, the enemy had thrown up very ſtrong intrenchments, protected by four pieces of cannon on a hill a little way in their rear. The General was of opinion, from the natural ſtrength of this poſt, that, to attack the enemy directly in front, would coſt him dear. In reconnoitring it, however, he luckily found two canoes; which he cauſed to be conveyed down the river, where, during the night, he had ferried over a corps, ſufficient to attack the enemy in flank the next morning. The better to amuſe them, and to prevent their gaining intelligence of his real deſigns, he ordered ſome cannon and muſketry to play on their intrenchments during the night.

Early on the 13th, the attack was begun: and the corps which had been ferried acroſs the river Lezard, making their appearance, the enemy, ſenſible of their danger, fled. Our troops then paſſed the river without the loſs of a man, and purſued the enemy to Petit Bourg; which place they had fortified with lines and redoubts, mounted with cannon; and, to prevent a deſcent being made here, they had drove ſtrong piles a conſiderable way from the ſhore, the tops of which were under water; and being cloſe together, boats could not approach the ſhore until they were removed. Here the Brigadier found Captain Uvedale of the Grenada bomb-ketch, throwing ſhells into their works; and as the enemy perceived the General taking poſſeſſion of all the heights around them, they not only abandoned their fortifications, but their artillery alſo. As the troops were greatly fatigued, the General halted here to refreſh them, and to get a ſupply of proviſions.

On the 13th, he detached Brigadier General Crump with ſeven hundred men to the Bay Mahaut; and, at the ſame time, ſent another detachment to attack the enemy's poſt at Goyave, about ſeven miles in front. The enemy, who miſtook this laſt for the vanguard of the army, were ſeized with ſuch a panic, that they only diſcharged their cannon once, and fled; aban-

doning a poſt which a few reſolute men might have defended againſt a very ſuperior force. On the approach of Brigadier Crump, the enemy quitted the town and batteries of Bay Mahaut. Theſe the Brigadier burnt and deſtroyed, together with a large magazine of proviſions, with which the Dutch had ſupplied the enemy, and which alone had been the cauſe of their holding out ſo long. Having completed his work, he rejoined General Clavering at Petit Bourg, who was prevented from advancing by the heavy rains, which had ſwelled the rivers to a great height, and the rivulets to impetuous torrents; but he improved this time in ſtrengthening the poſt of Petit Bourg, where a ſmall garriſon was left.

On the 20th, General Clavering began his march for St Maries, where the enemy had collected their whole force, and ſtrongly intrenched themſelves, in order to defend the entrance into the Capes-Terre. The General reconnoitred this poſt with great exactneſs; and ſoon perceived, by his own obſervation, and the information he had received from his guides, that it was not impoſſible to get into their rear by roads which the enemy thought impaſſable, and which they had conſequently neglected to guard. He immediately ordered a detachment for this ſervice, under Lieutenant Colonel Barlow; and ſent orders to haſten the march of the artillery, which, from the badneſs of the roads, had not been able to get up. Things turned out exactly as the General wiſhed. Colonel Barlow having, though with great difficulty, got through a thick and moraſſy wood, in the rear of the enemy's works; and the artillery keeping up a briſk fire upon them in front, they were ſoon ſo ſenſible of their dangerous ſituation, that their precipitate flight alone, ſaved them from being made priſoners. They were purſued as far as the heights of St Maries, where the General again formed his little army, and reſolved immediately to attack their intrenchments and batteries there.

While the pioneers, to enable the artillery to march, were levelling the barricadoes which the enemy had abandoned, Lieutenant Colonel Barlow, with his detachment, attempted a ſecond time to penetrate the woods, and to climb the precipices which covered the flanks of the enemy's lines. But before the cannon got up, they perceived this motion, and ſent off a detachment

detachment to oppoſe it. Upon this, General Clavering immediately attacked the enemy in front, with ſuch vigour, that he carried their works, notwithſtanding they poured in a heavy fire from their cannon and ſmall arms. They fled with ſuch precipitation, that they left all their artillery; and were now ſo convinced of the ſuperior diſcipline and bravery of the Britiſh troops, that they fled at their approach.

The 21ſt, the army entered the Capes-Terre, the richeſt and moſt beautiful part of the iſland. Here an alarm was ſpread, very early in the morning, that a large body of the enemy were ſeen advancing to attack the out-poſts; but, on the nearer approach of this body, it was found to be eight hundred and ſeventy unfortunate ſlaves, the ſole property of M. Pinel, who were coming to ſurrender themſelves priſoners. The only condition theſe poor creatures made, was, not to be reſold to their former maſter. As the inhabitants of the country were in arms, and their houſes abandoned, General Clavering was under the cruel neceſſity of ſetting fire to all their habitations, ſugar canes, &c.; ſo that when night arrived, this fine country appeared one continued blaze of fire; and many negroes, who had been poſted among the ſugar canes to fire on our troops while on their march, were unfortunately burnt.

M. Nadau, who had been at uncommon pains in fortifying the different paſſes, now finding them ſucceſſively forced, every means of being ſupplied with ſtores and proviſions (by help of the Dutch) cut off, and that the militia were become ſo tired of the war, that they did not ſecond his efforts with ſpirit to oppoſe our progreſs; while, in addition to all this, he was ſtrongly importuned by the principal inhabitants to ſubmit; began to entertain thoughts of capitulating, as the few regular troops he had, were by no means capable of making reſiſtance without the aſſiſtance of the militia, on whom he could no longer depend. On the 22d of April, therefore, he ſent to General Clavering's head quarters, Meſſrs Clainvilliers and Duquerey, to demand a ſuſpenſion of arms, and to know what terms the General would be pleaſed to grant them. In conſequence of which, General Barrington, who was immediately made acquainted with their demand, haſtened to

General Clavering's quarters, where, on the 25th, the terms of capitulation were agreed to, and ſigned on the 1ſt of May. The Deputies from Grande-Terre, not having ſufficient powers from the inhabitants, went back for proper authority, and returned on the 2d of May, when all matters were fully and finally ſettled. (See Note 137).

Early on the 2d of May, the Deputies from Grande-Terre returned, and ſigned the following paper:

"We, the Deputies of the Grande-Terre, arrived this day "with full powers, do conſent to the capitulation ſigned the "1ſt of this month, between their Excellencies the Honour-"able General Barrington, and John Moore, Eſq; and the in-"habitants of Guadaloupe, agreeable to the 22d article of ſaid "capituation.

"Done at the head quarters, in the Capes-Terre, Guada-"loupe, May 2d 1759.

"DUHAZEIS.
"GAIYBETON."

Scarce was this important tranſaction finiſhed, when an account was received, that M. du Bompart, with his ſquadron from Martinico, (See Note 138.), having on board ſix hundred regular troops, two thouſand volunteers, and a quantity of arms and ammunition, had appeared off St Anne, and there landed a battalion of Swiſs, (near fifty of which deſerted to us the night they remained on ſhore). On being informed that the iſland had ſurrendered a few days before, he re-embarked the troops, and returned to Martinico. Had this reinforcement arrived a week ſooner, the conqueſt of Guadaloupe had been found impracticable, as the ſtrength which M. du Bompart had with him, was nearly equal to our whole army. The Hampſhire man of war, on her way from England to join the ſquadron, having got ſight of the French fleet, Captain Norbury immediately proceeded to Prince Rupert's bay with this intelligence to the Commodore, who inſtantly gave orders for the ſquadron to be ready to ſail; and, at half paſt nine the ſame evening, he put to ſea in queſt of the enemy. (See Note 138).

Commodore

Commodore Moore continued to keep turning to the windward, between the iſlands of Dominica and Marigalante, the whole time he was out, in hope of intercepting M. du Bompart on his return to Martinico. He brought-to every day at noon, by which the ſquadron fell to leeward as much in the day as it had gained in the night to windward; but having, on the 6th, received certain intelligence of M. du Bompart's return to his former ſtation, he returned to his old ſtation in Prince Rupert's bay.

Genearl Barrington ſummoned the iſland of Marigalante, les Saintes, Deſeada, and Petite-Terre, to ſurrender on the ſame terms as Guadaloupe had done. They all ſubmitted, except the former; on which, a body of troops, conſiſting of near twelve hundred men, were ſent againſt it, commanded by Brigadier-General Crump, eſcorted by the Berwick, Briſtol, and Ludlow Caſtle men of war, and two bomb-ketches from Prince Rupert's bay, to favour the deſcent. On the arrival of this force, however, the Governor and inhabitants thought fit to capitulate.

Thus, after an invaſion of more than three months, theſe important colonies were torn from France, and added to the Britiſh dominions. The ſucceſs which attended this expedition, was much more than could have been reaſonably expected, as the army was by far the greateſt part of the time deprived of the aſſiſtance of the fleet to aſſiſt its operations. The difficulties they met with, and the dangers they overcame, were very great; but, by their diſcipline and perſeverance, they forgot the intolerable heat of the ſun, their great fatigues in croſſing mountains and rivers, in aſcending precipices, and in puſhing through moraſſes, which they did with amazing alacrity, the whole country being a natural fortification. The French had, for political reaſons, kept the world in general, entire ſtrangers to the value of this colony. It is not therefore to be wondered at, that the people of England did not receive the news of this valuable acquiſition in the way that it deſerved, as their thoughts were entirely bent on the conqueſt of Martinico, which they imagined a place of much greater conſequence. To every perſon intelligent in Weſt India commerce, however, Guadaloupe was known to be a place great-

ly

ly ſuperior in value to Martinico; but this laſt being the reſidence of the French Captain General, and as all ſhips loaded with the produce of Guadaloupe, before they ſailed for Europe, were obliged to clear out at St Pierre's in Martinico, it was therefore concluded by moſt people, that their cargoes were really the produce of that iſland. Thus they remained ignorant of the importance of the largeſt and beſt ſugar iſland in this part of the Weſt Indies; and we riſk nothing in affirming, that, of all the conqueſts made from France during the war, this was by far the moſt beneficial to Great Britain.

The Commodore, being reinforced by the Raiſonable and Naſſau men of war, of ſixty-four guns each, left Prince Rupert's bay, and came to Baſſe-Terre road.

General Barrington at this time made the tour of the iſland, in order to put it in a proper ſtate of defence, and ſettle the adminiſtration of juſtice. He appointed Brigadier-General Crump, Governor; and Lieutenant-Colonel Melvill, Lieutenant-Governor, of the iſland. The fourth, ſixty-third, and ſixty-fifth regiments, with a company of artillery, he left as a garriſon. The ſecond battalion of Royal Highlanders, and what men could be ſpared from the other three regiments, he ſent to New York, to reinforce General Amherſt; and, on the 25th of June, the General having with him the third, ſixty-firſt, and ſixty-fourth regiments, ſailed for England under convoy of the Roebuck man of war.

M. du Bompart having ſailed from Martinico with his ſquadron, the Commodore ſent out ſome cruizers to gain intelligence of his motions. The Rippon having been ordered to look into the Grenades, found him at anchor in a bay of that iſland, with ſeven ſail of the line. Captain Jekyl immediately returned, and acquainted Commodore Moore of this; who diſpatched a frigate to ſee if M. du Bompart ſtill continued there; when it was found, that he had returned to Martinico as ſoon as the Rippon had gone out of ſight.

The great ſuperiority of our ſquadron prevented that of the French from doing any very material miſchief to our colonies; and, after the ſurrender of Guadaloupe, the ſucceſs of their privateers was conſiderably checked. The Commodore, with the large ſhips of his ſquadron, were employed, from the 27th

of

of June to the 22d of July, in ſailing to all our iſlands, and in collecting the merchant ſhips deſtined for England. Having come into the road of Baſſe-Terre, in the iſland of St Chriſtopher's, he delivered the charge of the trading ſhips to Captain Hughes of the Norfolk, who, on the 26th of the ſame month, ſailed with them for England, eſcorted by the Norfolk, St George, Cambridge, Burford, Panther, Rippon, Briſtol and Wincheſter, the Speedwell ſloop, and the Grenada, Infernal, and King's Fiſher bomb-ketches. This rich fleet, conſiſting of upwards of three hundred ſail, arrived ſafe in England the end of September.

The Commodore now hoiſted his pendant on board the Buckingham, and turned his thoughts towards looking after the enemy's privateers, and the diſtreſſing of their trade.

Captain Varlo, of the Antigua ſloop of war, during the ſiege, ſunk two French ſchooners, and took a third laden with arms and ammunition for Guadaloupe. He likewiſe took and deſtroyed a conſiderable number of the enemy's ſmall privateers and trading veſſels.

Captain Collingwood, of the Creſcent, being on a cruize on the 13th of Auguſt, fell in with, off St Chriſtopher's, the Amethyſt, of thirty-two guns, and the Berkely, of twenty guns, having under their convoy, nineteen trading veſſels from Martinico for St Euſtatia, laden with ſugar, (five of which were afterwards taken). He immediately attacked the largeſt; but the enemy being to windward of him, he could not bring on a cloſe engagement; and his maſts and rigging (at which the enemy principally aimed) being greatly damaged, he was obliged to lie-to, to repair them. This opportunity the Amethyſt took to eſcape, which the Berkely was likewiſe endeavouring to do, when Captain Collingwood got along-ſide of her, and, after a ſhort action, obliged her to ſtrike.

The Hampſhire, took two privateer ſloops.

The Griffin, Captain Taylor, being on a cruize, took a French veſſel off St Pierre in Martinico, and chaſed two privateers aſhore near to Roſſeau in Dominica; and being joined by an Antigua privateer, and learning that there was a French ſnow, laden with coffee, at anchor under the cannon of Roſſeau, with an Engliſh ſchooner laden with fiſh, juſt taken by a French

French privateer, he ſent his boats thither, manned and armed, who cut out a ſloop. He then went in himſelf, and demanded the ſnow and ſchooner of the Governor; which being refuſed him, he cauſed the veſſels to be boarded, and deſtroyed both, notwithſtanding an inceſſant fire from their batteries, which he returned, and diſmounted ſeveral of their guns.

The Falcon bomb-ketch, Captain Robinſon, being ſtationed off the Saintes, in order to prevent the enemy from bringing any ſupplies or aſſiſtance to Guadaloupe on that ſide of the iſland, unfortunately miſſed ſtays as ſhe was in purſuit of a privateer, and was ſtranded; but the officers, men, and ſtores were ſaved.

WEST INDIES.—JAMAICA STATION.

Vice-Admiral Cotes continued to command his Majeſty's ſquadron on this ſtation (See Note 139.), and placed his cruizers ſo well, that almoſt all the French ſhips which ventured to ſail without a ſtrong convoy, were taken. Many Dutch veſſels, laden with the produce of the French colonies, were alſo condemned as legal prizes, notwithſtanding they uſed every method and art to diſguiſe and conceal that their cargoes appertained to the enemy.

On the 29th of April, the Viper ſloop took a Dutch ſhip called the Adrian, laden with ſugar, indigo, and cotton. She had ſailed a few days before from a French port in the iſland of Hiſpaniola, under convoy of two French frigates, viz. the Hermione, of twenty-ſix guns, and one hundred and ſeventy men, and the Hardi, of twenty guns, and one hundred and fifty men. They had another Dutch ſhip under their convoy, and were all of them deeply laden with the fineſt ſugars and indigo. The Dreadnought, Seaford, and Wager, with the Peregrine and Port Antonio ſloops, being on a cruize, had the good fortune to fall in with and take the two frigates and the Dutch veſſel, on the 2d of May. They were condemned by the Admiralty Court at Jamaica, and proved very valuable prizes.

The

The other cruizers of the fleet were likewiſe very ſucceſsful. The enemy had many of their privateers taken or deſtroyed; and our trade was remarkably well protected.

NORTH AMERICA.

The ſucceſs with which our arms had in general been crowned in this part of the world laſt year, pointed out the plan of operations proper to be followed this campaign, and which, if ſteadily and briſkly purſued, ſeemed to promiſe the termination of the dominion of France in North America. Theſe operations were all originally planned by the Earl of Loudoun, when Commander in Chief in North America.

Great Britain having, at an immenſe expence, attained a ſuperiority over the enemy in point of military force, it was reſolved to attack them in all their principal poſts at one and the ſame time. By this method they would be ſo diſtracted, and their attention ſo much divided, that they could not poſſibly collect all their force in one place; to which their ſucceſs, and our misfortunes, had hitherto been principally owing. Every neceſſary ſtep was taken to open the campaign the moment the froſt broke up; and although the operations intended were of an immenſe extent, and at a prodigious diſtance one from the other, yet ſo judiciouſly was every thing concerted, that the ſucceſs of any of the ſchemes would greatly aſſiſt and forward the operations of the reſt. Four grand expeditions were determined upon. The firſt we ſhall mention, is the attack of the French fort near the Falls of Niagara.

This fort entirely commands the communication between the lakes Erie and Ontario; the reduction of which was entruſted to Brigadier-General Prideaux, an officer of very great reputation. From the known importance of this poſt, it was conjectured, that the enemy would draw a very conſiderable force from their forts and ſettlements upon the interior lakes. To hinder this, another expedition was planned from the ſouthward; of which hereafter. General Prideaux, ſhould he prove ſucceſsful againſt Fort Niagara, had orders, after its reduction, to leave a ſufficient garriſon in it; to embark the reſt

of his forces without delay, and to proceed acroſs lake Ontario, enter the river St Lawrence, fall down with the ſtream, and attack the French poſt on Iſle Royal, about four leagues below La Galette; from whence there was no obſtruction to the city of Montreal.

The ſecond expedition was to proceed from Philadelphia, under the command of Brigadier-General Stanwix. The object of its operations was againſt the French forts and ſettlements upon the banks of lake Erie, as it was preſumed they would be conſiderably weakened by the force collected from thence, to oppoſe the operations of Brigadier-General Prideaux. This conjecture was abundantly juſtified by the event; as the ſucceſs of General Stanwix's operations exceeded the moſt ſanguine expectations.

The third expedition was to be commanded by Major-General Amherſt, lately appointed Commander in Chief of the Land Forces in North America, and was deſtined againſt Ticonderago and Crown Point. From the very great force allotted for the reduction of thoſe places, it was hoped, that he would become eaſily maſter of them early in the campaign; and that afterwards he might obtain ſuch a naval force as would enable him to croſs lake Champlain, and either form a junction with the army under General Wolfe before Quebec, or, by forcing his way to Montreal, make ſuch a powerful diverſion in his favour, as would greatly facilitate his operations.

The fourth expedition, and we may truly ſay the moſt important of them all, was deſigned againſt Quebec; the command of which was conferred on Major-General Wolfe, who had rendered himſelf ſo very conſpicuous by his gallant behaviour at the ſiege of Louiſburg, the year before. He was to be aſſiſted by a powerful fleet, under the command of Vice-Admiral Saunders. He had only ten regiments aſſigned him for the performance of this ſervice.

The firſt, third, and fourth of the expeditions we have now mentioned, fall within the plan of this work; and we ſhall endeavour to afford the reader a very ample account of them. But as they did not all fully anſwer the expectations formed of them, by their commanders not ſeconding the operations of ſuch as they were intended to ſupport, we ſhall only obſerve, that in conjunct operations, ſuch as we are going to deſcribe, there

there often occur ſo many difficulties and embarraſſments in their execution, that it is frequently beyond the power of a perſon poſſeſſing the greateſt foreſight, to contrive ſufficient means to remedy them. Where theſe difficulties are occaſioned by neglect, it would be improper to conceal them, ſince making them known, is the only ſure method by which they may be avoided in future. Thus, the neglect of ſending a proper quantity of ammunition, had nearly rendered the expedition againſt Niagara abortive; and from that neglect, the ſecond part of its intended operations could not be followed up. The want of a corps of ſhip-carpenters, whereby the army under General Amherſt was ſo long detained at Crown Point before he could croſs lake Champlain, were heavy clogs on the expedition againſt Quebec; as the want of the co-operations of theſe two armies, in the latter part of their reſpective plans, left the immortal Wolfe to ſtruggle, unaſſiſted, againſt a force of more than double his numbers; but which he overcame, merely owing to his ſuperior genius, and the reſources which he poſſeſſed within himſelf. The troops employed in the ſeveral expeditions, exceeded thirty thouſand men.

The Expedition againſt Fort Niagara. (See Note 140.)

The command of this expedition was entruſted to Brigadier-General Prideaux, an officer of merit and abilities. The army might amount to near five thouſand men, of which about one half were provincial troops. The fatigues which they had to encounter, in the firſt part of their route, were beyond deſcription great. They ſet out from Schenectady, on the Mohawk river, up which ſtream they rowed, until they came to the great carrying place between it and Wood Creek. The tranſporting of the ſtores, proviſions, cannon, and ammunition, to the creek, was a moſt laborious piece of work; and could only be equalled by what they had to perform after they entered Wood Creek; as General Webb, when the French had taken Oſwego, in 1756, apprehenſive leſt the enemy might penetrate to Albany by means of this navigation, had cauſed it to be choaked up with logs and felled trees, in order to prevent their approach. Theſe obſtructions General Prideaux had to

remove, before he could reach Oſwego. When Wood Creek was cleared, the troops embarked, fell down that ſtream, croſſed Oneida Lake, and rowed down the river Onondago, till within a few miles of its entrance into lake Ontario, when ſome falls obliged the army to diſembark, and tranſport their cannon, ſtores, and batteaux, to Oſwego, by the carrying place.

General Prideaux and his army left Schenectady the 20th of May; but it was the 1ſt of July before he ſailed from Oſwego; at which place he left Colonel Haldimand, with three hundred and fifty regulars, a battalion of Provincials, and ſome Indians; making in all about a thouſand men. The Colonel had orders to rebuild the fort which the enemy had deſtroyed in 1756; and, in the mean time, to raiſe works to ſecure his party from any attempt which might be made to diſlodge them.

Colonel Haldimand intrenched his detachment in as ſecure a manner as poſſible. Scarcely had he finiſhed this neceſſary work, when he was attacked by a very large force of Canadians and Indians, under M. Luc le Corne, aided by the Abbe Piquet, who had hopes to butcher the whole of this detachment, according to their cuſtom of making war. After repeated attacks, however, M. le Corne, and his pious friend, were repulſed with very conſiderable loſs, and obliged to retire. Of the two French veſſels which eſcorted this ſcalping-party acroſs the lake, one of them run aground, and the other ſprung a leak, and ſunk; ſo that they were both loſt to the enemy. Even this diſaſter was of no ſmall advantage to us in the next campaign, as by it the enemy loſt a decided naval ſuperiority on lake Ontario. The repulſing of M. le Corne had ſome very beneficial conſequences. It prevented the enemy from making an inroad on the back ſettlements under that mercileſs ravager, and preſerved the communication with lake Ontario and General Prideaux's army.

To return to General Prideaux, and his operations. The General with his army croſſed lake Ontario, without any accident; and on the 6th of July, arrived at Niagara, where they landed, about ſix miles eaſtward of the fort, and which, being ſituated on a narrow peninſula, he ſoon completely inveſted. This done, he inſtantly ſet about fortifying the rear of his encampment, to prevent a ſurprize. He made a communication between

between the landing place and the river; carried on his approaches to the fort; and erected batteries with all poſſible diſpatch, to ruin the defences of the place: but it was the 15th of July before they were opened.

The enemy ſeemed very ſenſible of the importance of Fort Niagara. They had there placed a ſtrong garriſon, well ſupplied in every reſpect, under a good and a determined officer. But, not truſting to that alone, they drew all the troops they could ſpare from Detroit, Preſque-iſle, Venango, and Le Bœuf. This army was ordered to aſſemble at the Rapids, on the eaſt ſide of Lake Erie, under M. d'Aubrey, and to march to the relief of Niagara. They were to be accompanied by a large body of Indians; and their deſign was to attack the beſieging army in the rear, whilſt the beſieged ſhould at the ſame time make a ſtrong ſortie, and attack the army in front. But the meaſures purſued by General Prideaux fruſtrated the whole of this plan. Obtaining intelligence of their deſign, he eſtabliſhed a ſtrong poſt in rear, and ſomewhat to the left of his camp, upon the only road by which the enemy could attack him; while he guarded his trenches in ſo effectual a manner, that the enemy would have found it extremely difficult to force them. Unfortunately, this brave man did not live to reap the fruits of his labours: he was killed in the trenches on the evening of the 19th of July, as he was giving directions for carrying on the works. This melancholy accident happened by the careleſſneſs of a gunner, who, not obſerving him, and firing a cohorn as he came oppoſite to him, the ſhell burſt immediately, a piece of which ſtruck the General on the head, and killed him on the ſpot.

Colonel Johnſon, of the Provincials, having likewiſe been killed, the command devolved upon Sir William Johnſon, Baronet, who reſolved to purſue the ſame wiſe plan that his predeceſſor had done. Some of his Indians brought him advice of the enemy's approach to raiſe the ſiege. In the evening of the 23d of July, they arrived within ſight of the fortified poſt, in the rear of our camp, and which had then only two hundred men in it. This corps the enemy had reckoned on overpowering, and then penetrating into the camp. But after dark, Sir William

William reinforced this poſt with five hundred men; and ſo diſpoſed his little army (after properly guarding his trenches) on the right and left of this poſt, as to give the enemy a reception they did not expect.

Early in the morning of the 24th, the enemy made their appearance. And the Indians of our army advanced to ſpeak with the Indians in the French army; but the latter declining the conference, the former gave the war-hoop, and the action commenced. The French advanced with great briſkneſs, but were preſently checked, by the vigorous fire of our troops. The Indians in our army (who had hitherto ſtood ſpectators of the conteſt) got on the enemy's flanks; and our troops advancing with incredible fury, gave the enemy ſo briſk a charge with their bayonets, that they every where gave way, and fled. It was then that our Indians diſplayed their talents and courage. The purſuit was long and bloody. The few that eſcaped, owed their preſervation to the thickneſs of the woods. Many were killed in the battle, and a conſiderable number made priſoners, among whom were M. d' Aubrey, the firſt, and M. de Lignery, the ſecond in command; the latter, with ſeveral others, being wounded.

It being known, that the garriſon entirely relied upon this army for relief; as ſoon, therefore, as the troops returned from the purſuit, Sir William ſent a ſummons by the honourable Captain Hervey, to the commanding Officer of the fort, to ſurrender. The Captain had directions to let the Governor know the fate of their army, and that they now had no hopes of relief left. M. Pouchot, could not credit the diſcomfiture of their friends; but, to be certain of it, he ſent an officer back with Captain Hervey, to ſee the priſoners whom we had reported to be in our poſſeſſion. They confirmed the account we had given the Governor of their diſaſter; who, having now no proſpect of relief, and our approaches drawing very near the fort, entered upon terms: and the capitulation, by which he and his garriſon were allowed to march out with the honours of war, and afterwards to be priſoners, was ſigned next day, (See Note 140.), and poſſeſſion taken of the place.

It was fortunate the fort ſurrendered when it did; for had the enemy perſevered in their defence, we muſt either have tried

tried to carry the place by aſſault, or have raiſed the ſiege, and recroſſed the lake. In the latter caſe, nothing but a favourable wind could have preſerved the army from ſtarving, as their proviſions were almoſt expended, and they had only a few rounds of cannon-ſhot, and very little powder, left. The garriſon was fully adequate to the defence of the place. To have ſtormed it, would have coſt a great number of lives, and would have been a meaſure that nothing but the deſperate ſituation the army was then in, could have juſtified. The garriſon, amounting to ſix hundred and ſeven men, excluſive of officers, next day marched to the ſide of the lake, with all the honours of war; there laid down their arms; and then embarked on board of veſſels, agreeable to the terms of capitulation. The French ladies and women belonging to the garriſon, were, at their own requeſt, ſent to Montreal.

In the fort were found forty-eight pieces of cannon of different calibers, and two mortars, with great ſtore of ammunition and proviſions. General Prideaux, and Colonel Johnſon, were the only officers killed; and the loſs of private men was very inconſiderable. How it happened that this armament was ſo poorly equipped at firſt, in ſuch very material articles as ammunition and proviſions, has never been cleared up. Perhaps a further ſupply was intended to have followed them; and contrary winds might have prevented them being conveyed acroſs the lake. This, however, does not juſtify the neglect at firſt; for, even the ſtores they ſent acroſs the lake with the troops, do not appear to have been adequate to the attack of Fort Niagara, far leſs for enabling them to proceed afterwards, as was intended, to attack the fort at La Galette. Sir William Johnſon, immediately on the death of General Prideaux, diſpatched an expreſs to the Commander in Chief, to inform him of this melancholy event. In conſequence of this, Brigadier General Gage was ordered to ſet out immediately for Oſwego, and from thence to proceed to Niagara, and take upon him the command of the army there. Sir William, after leaving a ſufficient garriſon in the fort, embarked the army, and returned to Oſwego; where he found General Gage, to whom he delivered up the command. General Amherſt had ordered a reinforcement of troops to this poſt; but, whether it

was

was owing to the army not being properly provided for a ſiege, or that the ſeaſon was too far advanced, General Gage did not think proper to enter the river St Lawrence, but employed what remained of the campaign, in completing the fort here. Some ſhip carpenters being ſent to this place, two large veſſels were ordered to be built here under the direction of Captain Loring of the Navy; in order that we might be maſters of the navigation on Lake Ontario, and the river St Lawrence, as far as Montreal.

THE EXPEDITION AGAINST TICONDERAGO, AND CROWN POINT. (See Note 141.)

General Amherſt, now appointed Commander in Chief of his Majeſty's forces in North America, was to conduct the enterprize againſt Ticonderago and Crown Point; and from the large army allotted for this enterprize, it was hoped he would be able, early in the campaign, to drive the enemy from all the poſts they occupied on the Lakes George and Champlain, and the river Sorell; and then, by means of that river, to enter the province of Canada, and to make a junction with the army under Major General Wolfe, before Quebec.

Very early in the Spring, General Amherſt repaired to Albany, in order to prepare and haſten every meaſure for taking the field, and for acting with vigour. The enemy had been extremely active, in getting a naval force on Lake Champlain: no ſteps therefore ought to have been omitted, to enable us to obtain a ſuperiority over them in this particular, with the utmoſt diſpatch. It was well known, that all the principal ſea-ports of New-England abounded with ſhip-carpenters, as the building of ſhips for ſale then conſtituted a chief branch of their commerce. It is therefore to be lamented, that ſome hundreds of them had not been collected to join General Amherſt's army, when he became maſter of Ticonderago. The adopting of ſuch a meaſure, could eaſily have been juſtified, as it would, in all probability, have proved the means of ſaving the expence of another campaign for the final reduction of Canada, by equipping, in due time for acting, ſuch a naval force as would have made General Amherſt maſter of the navi-

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gation of Lake Champlain, very ſoon after the enemy retreated from Crown Point. Another material ſervice might have been effected by them; namely, the having all the batteaux in complete order, to tranſport the army and artillery acroſs Lake George, while the General was building a fort at the end of the Lake. This would have ſaved much time, together with ſome pieces of ordnance, which were ſunk in the leaky batteaux. As the troops arrived, General Amherſt puſhed them forward to the poſts eſtabliſhed on the Hudſon's river, above Albany; and about the 1ſt of June, he aſſembled his army at Fort Edward, taking every precaution to prevent a ſurprize, or the enemy's obtaining information of his ſtrength or deſigns. While encamped here, a ſpirit of deſertion becoming too prevalent among the troops, the General was neceſſitated to make an example, in order to put a ſtop to it. Two deſerters who were taken, were tried by a Court-martial, and ſentenced to be ſhot. He approved of this ſentence, and it had the effect he deſired.

The horrid barbarities committed by the French, and the Indians who ſided with them, will for ever remain an indelible ſtain upon the character of M. de Montcalm, who not only countenanced thoſe bloody and ſhameful outrages, but even encouraged them by rewards. A continuance of them, produced the following order from General Amherſt: "No "ſcouting party, or others in the army, are to ſcalp women "or children belonging to the enemy: they are, if poſſible, "to take them priſoners; but not to injure them on any ac-"count: the General being determined, ſhould the enemy "continue to murder women and children, who are ſubjects "of the King of Great Britain, to revenge it by the death of "two men of the enemy, for every woman and child murder-"ed by them." That the enemy might not pretend ignorance of his reſolutions on this head, he ſent an officer with a flag of truce, to M. de Bourlemaque, the commanding officer at Ticonderago, with a copy of the above order. On the 21ſt of June, the army marched from Fort Edward; and, in the evening, reached the banks of Lake George, and there encamped. General Amherſt gave orders for the immediate erection of a fort there, to be called Fort George as a proper place at which to form a magazine; and to leave in it ſuch ſtores as were not

immediately wanted by the army. He likewiſe gave directions to Captain Loring of the navy, to weigh the Halifax ſloop which had been ſunk laſt year; ordering, at the ſame time, Major Ord of the artillery, to ſuperintend the building of a large raft, or radeau, to carry ſome heavy artillery. The General was much retarded in all his operations, owing to bad roads. When the ſloop was weighed up, Captain Loring was ordered to ſee all the whale-boats and craft neceſſary for tranſporting the army acroſs the Lake, put in proper order: from the abilities, activity and bravery which in general characteriſe the officers of the Britiſh Navy in the diſcharge of any important truſt committed to their care, General Amherſt conceived hopes, that Captain Loring, conſidering how much the ſucceſs of the enterprize depended on a proper execution of the ſervice entruſted to him, would have exerted himſelf on the preſent emergency: but in this, as well as other inſtances, he greatly diſappointed the General. On the 16th of July, the radeau, conſtructed to carry nine twelve pounders, was launched, and named the Invincible. Every thing having been reported complete, on the 21ſt of July, General Amherſt embarked the army; but in ſuch bad condition were many of the boats, that the men and ſtores were obliged to be relanded. When other boats were obtained, they once more embarked. One of theſe batteaux, having one hundred barrels of gun-powder on board, ſunk immediately, as did likewiſe a raft with two ten-inch mortars. Theſe the General did not at preſent attempt to weigh, that his operations might be no longer retarded. The army amounting to near twelve thouſand men, was ranged in four columns, led by Brigadier General Gage, Colonels Haviland, Schuyler, and Lyman.

The General embarked on board the Invincible radeau, from whence all ſignals were to be made. The Halifax ſloop was ordered to cruize in the rear of the whole. The vanguard, conſiſting of Gage's light infantry, preceded the army; and in the front of the vanguard, was a flat-bottomed boat, in which was a three-pounder mounted. The army proceeded down the Lake, the men uſing their blankets by way of ſails, when the wind favoured. About ten o'clock, the army reached the firſt Narrows, when the General made the ſignal to

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halt, in order to put the different columns in order; which being done, the army proceeded down the Lake. A little before dark, the weather growing hazy, the General made the ſignal to bring-to. As ſoon as it was clear day-light on the morning of the 22d, the ſignal was made to proceed; and, in a few hours, the army reached the ſecond Narrows. The General then making the ſignal to land, the troops immediately puſhed for the ſhore, and effected a landing in the greateſt order, near the ſpot where General Abercrombie landed with his army laſt campaign.

The General, after leaving a proper guard to protect the boats, ſtores, &c., put the army in motion towards Ticonderago; and our vanguard ſoon fell in with the advanced poſt of the enemy, conſiſting of four hundred regulars and Indians, whom they routed in a moment, the Indians not waiting for a ſecond fire. The ground they occupied was near the Saw-mills, about two miles from the fort; and was ſo very ſtrong by nature, that had the enemy behaved with common reſolution, they might have maintained the poſt until our cannon had been brought up to diſlodge them. Here the General eſtabliſhed a poſt to preſerve his communication with the boats; and puſhed on with the army towards the enemy's works.

The French had thrown up very ſtrong intrenchments on the only ſide by which the fort could be approached; and as they had aſſembled a very ſtrong force here, the General determined to proceed with the greateſt caution in the attack. The artillery was ordered to be brought forward with the utmoſt diſpatch; but, the roads having been in a great meaſure deſtroyed by the enemy, it arrived very ſlowly. M. Bourlemaque perceiving the manner in which General Amherſt was proceeding, and knowing his lines could not hold out againſt a formidable artillery, and regular approaches; he, on the 23d, abandoned his intrenchments, and retired within the fort. Soon after, he embarked for Crown Point, leaving a detachment of four hundred men to defend the fort. The intrenchments being immediately taken poſſeſſion of by the grenadiers of the army, the enemy kept up a warm fire on them from the fort, with little effect. Every neceſſary ſtep was taken to haſten the reduction of the place.

On the 25th, the Honourable Lieutenant-Colonel Roger Townſhend, was unfortunately killed in the intrenchments; and next day the enemy blew up the fort, and retired with the garriſon to Crown Point. The General ſent ſome boats in purſuit of the fugitives, who came up with a few batteaux laden with powder, which they took, and made ſixteen men priſoners. The fort was conſiderably damaged by the explo-ſion, yet not ſo much ſo, but that the General thought proper to cauſe it to be repaired. Our loſs in making this conqueſt, was only one Lieutenant-Colonel, one Lieutenant, and fifteen private men killed; and about fifty rank and file wounded.

Every exertion was now made to get the batteaux and whale-boats into Lake Champlain, which was a moſt laborious piece of work; and, while the army were ſo employed, the General having received the melancholy accounts of the death of General Prideaux before fort Niagara, immediately ordered Brigadier General Gage, to ſet out for that place by way of Oſwego, and take on him the command of the troops there. On the 1ſt of Auguſt, the General received certain intelligence, that the enemy had abandoned their poſt at Crown Point, and had retired down Lake Champlain to the Iſle aux Noix. A detachment was therefore immediately ſent to take poſſeſſion of their lines; and the General, with the bulk of the army, arrived there on the 4th. A new fort was here traced out by Colonel Eyre, and the building of it was ſet about directly.

But an object of greater importance attracted the General's attention, which was, to obtain, if poſſible, a ſuperior naval force to the enemy on Lake Champlain. Captain Loring was ordered to build a brigantine of ſixteen guns at Ticonderago; but, information being received, that the enemy had increaſed their naval force on the Lake, the General ſent for Captain Loring to Crown Point, on the 17th of Auguſt, and laid before him a ſtate of that force. It was then agreed to ſet about building a radeau, to carry ſix twenty-four pounders; but the General learning, that the enemy had launched a ſloop to carry ſixteen guns, he again ſent for Captain Loring on the 1ſt of September, when it was agreed to build a ſecond veſſel with all poſſible diſpatch. All theſe difficulties might have been obviated, if, at the opening of the campaign, a body of carpenters

carpenters had been aſſembled in proper time, as then very little delay could have enſued to the army in waiting till the veſſels were ready to proceed down the Lake. On the 19th, the General received a letter of the 11th from General Gage, acquainting him, that, from various difficulties which had ariſen, he found it utterly impracticable to proceed down the river St Lawrence againſt Iſle Royale, near La Galette. On the 11th of October, the brigantine, mounting eighteen guns and twenty ſwivels, and the ſloop, mounting ſixteen guns, arrived at Crown Point.

The troops embarked, and, about four in the afternoon, ſet ſail down the Lake in four diviſions. On the 12th, ſome guns were heard early in the morning, which aroſe from a part of the 42d regiment having followed the light of the brigantine inſtead of the radeau, where the General was; and in the morning, they fell in with the enemy's veſſels, who fired at them; but they were lucky enough to make their eſcape, except one boat, in which was a Lieutenant and twenty men. Towards evening, the wind increaſed very much, which obliged the General to order the batteaux into a commodious bay on the weſtern ſhore for ſhelter: here the troops landed, and boiled their kettles. On the 13th, the wind blew ſo high and contrary, that the army could not proceed. On the 14th, the General received letters from Captain Loring, and from his Aid-de-camp Captain Abercrombie, whom he had ſent to aſſiſt the former in finding the enemy's veſſels. By theſe letters, the General learned, that, on the morning of the 12th, being then about forty-five miles down the Lake, they ſaw a ſchooner belonging to the enemy, and, in giving chaſe to her, unluckily both our veſſels run aground, by which the ſchooner eſcaped. Our veſſels were got off again; and, ſoon after, perceiving three of the enemy's ſloops (which had paſſed in the night) between them and the army, they gave chaſe, forced them into a bay on the weſtern ſhore, and came to an anchor off the entrance, in ſuch a manner as to prevent the enemy from eſcaping. The day following, Captain Loring ſent two whale-boats farther into the bay in ſearch of the ſloops, who diſcovered, that the enemy had abandoned and ſunk two of them in five fathom water; and the third, they had run aground. The Commander of our ſloop was then ordered to try to ſave the ſtranded veſſel, and Captain Loring was

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to proceed down the lake, in hopes of getting between the ſchooner and the Iſle aux Noix, and of intercepting her.

On the 18th, the wind changing, the army proceeded on its voyage, and reached the bay where the French ſloops were ſunk. The ſtranded veſſel having been got off, and ready to ſail, the General put two hundred men on board of our three veſſels, to enable Captain Loring to find the enemy's ſchooner. The froſt had been very intenſe every night for ſome time paſt, and the rough blowing northerly wind returning on the 19th, the General found it was in vain to contend any longer againſt theſe elements; as, before he could reach the Iſle aux Noix, the ſeaſon would be ſo far advanced, that he could entertain but little hopes of ſucceſs. He therefore returned to Crown Point, and gave orders for completing the forts there and at Ticonderago, and for the troops to go into winter quarters. Thus, from various accidents, was the brave Wolfe left with his little army to fight its way, unſupported by either of the two other armies, through innumerable difficulties and dangers, and from which alone they were extricated by the extraordinary ſkill and prudence of their General.

As we have already mentioned that the fourth and moſt important expedition in this campaign, was the one deſtined againſt Quebec, (See Note 142.) we will now proceed to give a full account of that moſt glorious conqueſt. The Miniſter, ever actuated by a regard for the public, and ſufficiently aware of the importance of the enterprize, reſolved to ſelect a General to conduct it on whoſe abilities he could depend. The fame which Brigadier-General James Wolfe had acquired at the ſiege of Louiſburg, pointed him out to the Secretary of State as a proper perſon on whom to beſtow the command of the land-forces deſtined for this ſervice. In this ſelection Mr Pitt regarded merit alone, as the General was not indebted either to family or connections who could aid him in the attainment of ſuch an honour. But the Miniſter clearly perceived the great profeſſional knowledge of General Wolfe; and that, from the immenſe reſources which he obſerved him to poſſeſs, he was every way equal to the great truſt repoſed in him. And it muſt be owned that the Miniſter was not deceived; as, in his line, few have equalled him in the Britiſh ſervice, and none have ſurpaſſed him. General Wolfe was

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too much maſter of his profeſſion, not to ſee clearly, that the forces allotted for the ſervice he was to go upon, were by no means equal to the many arduous taſks he would neceſſarily have to perform. He embarked, however, with cheerfulneſs; the Miniſter aſſuring him, that the expedition under General Prideaux would make a powerful diverſion in his favour on the ſide of Montreal; and from the very great force which the Commander in chief had reſerved to act under himſelf, it was not to be doubted, but that he would have it in his power to co-operate with him, by the time he could be able to lay ſiege to Quebec.

He had under him Brigadier-Generals Monckton, Townſhend, and Murray, all of noble families, and who ſeconded General Wolfe in all his operations, with great judgment, courage, and conduct. General Wolfe made choice of the Staff Officers that were to act under him; and in this, he ſhewed great diſcernment. All of them fully anſwered his expectations on this arduous enterprize, which proved the means of pointing out ſome able officers, who have ſince rendered great and important ſervices to their country. (See Note 142.) The troops allotted for this ſervice, conſiſted of ten battalions of infantry, three companies of grenadiers, and ſome companies of artillery and rangers, making, in all, about nine thouſand two hundred men.

The command of the fleet, by far the moſt conſiderable part of the force deſtined againſt Quebec, was entruſted to Vice-Admiral Saunders, having under him Rear-Admirals Durell and Holmes. The fleet conſiſted of twenty ſail of the line, (See Note 142.) and near as many frigates, beſides ſloops, bomb-ketches, fire-ſhips, and armed veſſels. Rear Admiral Durell, who commanded his Majeſty's ſhips in North America, having wintered his ſquadron at Halifax in Nova Scotia; the moment the ſeaſon would permit, entered the river St Lawrence, in order to intercept any ſupplies coming for the city of Quebec. He took ſeveral ſtore-ſhips; but, ſome days before he got into the river, a fleet of ſeventeen ſail, with ſtores, having ſome few troops on board, reached Quebec. He got as far up, by the 23d of May, as the iſle de Bec. On his arrival in the river, he hoiſted French colours; and as the inhabitants had been made to believe they might rely on a fleet from France in the ſpring,

a number of pilots went on board, where they were detained by the Admiral's order, and afterwards proved of great ſervice in navigating the fleet under Vice-Admiral Saunders up the river. Rear-Admiral Holmes was diſpatched early in the year from England to Halifax, to haſten matters as much as poſſible; and on the 17th of February, Vice-Admiral Saunders with General Wolfe, ſailed from Spithead for Louiſburg, which was appointed the general rendezvous for the fleet and troops. On his arrival however off that port, he found it ſo choaked up with ice, that there was no poſſibility of entering it: he was therefore conſtrained to bear away with his fleet for Halifax.

The commanders of each department exerted themſelves in getting every thing ready for the expedition; and as ſoon as the tranſports arrived, the troops were embarked. General Wolfe iſſued ſuch clear and diſtinct orders to his army on this occaſion, as would have done honour to the moſt experienced Commander. He ſeemed to have gained the hearts of his whole army, by whom he was ſo entirely beloved that they repoſed the greateſt confidence in him, and felt themſelves happy, even in the midſt of dangers, when he was near them. Every thing being now ready, the Vice-Admiral, with the men of war and tranſports, left Halifax and ſailed for Louiſburg; where they were joined by ſome regiments in garriſon there, and by others from the bay of Fundy. The fleet began to leave Louiſburg the 1ſt of June; but it was the 6th before the whole was clear of that harbour. Admiral Saunders having iſſued the neceſſary orders to each ſhip, with ſignals, and arranged this immenſe fleet into proper diviſions, made ſail on the evening of the 6th for the gulph of St Lawrence. On the 23d of June, the whole fleet got up as far as the iſland of Coudre: here they found Rear-Admiral Durell and his fleet; who, from the time of his arrival, had prevented any ſupplies from reaching Quebec by means of the river. Having furniſhed the Vice-Admiral with a number of excellent pilots, his ſquadron was augmented with ſeveral large ſhips, and ordered to remain here, effectually to prevent the enemy from interrupting the ſiege on this ſide. Admiral Saunders now hoiſted his flag on board the Stirling Caſtle; and having, with the remainder of the men of war, and the army, proceeded up the river, he, on the

26th

26th of June, anchored in the gulph of St Lawrence, off the iſland of Orleans.

We ſhall now give an account of the diſpoſitions made by the enemy to repel ſo formidable an invaſion as at preſent threatened the capital of Canada. M. de Montcalm took every meaſure which an able and experienced General could, to defend his country, and to defeat the enterprize. Not truſting alone to the dangerous navigation of the river, with whoſe intricacies we were in a great meaſure unacquainted, to retard the approach of the fleet; all the buoys in the traverſe were ordered to be taken up; and whatever elſe could afford us aſſiſtance in the navigation of the river, was ordered to be deſtroyed. But that dangerous paſſage had been ſo well explored by Admiral Durell, that the whole fleet got through without any loſs. The inhabitants of the villages of St Paul's, and St Joſeph, ſituated a little above the iſle of Coudre, were ſo very imprudent, as to fire at one of our ſounding-boats, for which they paid dearly afterwards. From the time that Admiral Durell appeared in the river, the Marquis de Montcalm had repaired to Quebec, with ſix battalions of regular troops; a large body of ſavages, and had armed all the Canadians. As the whole north ſhore of the river St Lawrence, for many leagues above Quebec, to many leagues below it, is very bold, with few acceſſible places; he lined it with troops, and fortified thoſe places which nature had left unguarded, in ſuch a manner, as to all appearance rendered a deſcent at them impracticable. The main body of his army, amounting at leaſt to fourteen thouſand men, he encamped at Beauport near Quebec, in a moſt advantageous ſituation, and had thrown up very ſtrong works in its front, from the river St Charles, to the falls of Montmorenci. He armed two hulks with eight guns each, in the river St Charles, to defend a bridge of communication which he had thrown over that river, between his camp and the town of Quebec; the extremities of which he had likewiſe ſecured by very ſtrong works.

The plan of the enemy's operations, was to act entirely upon the defenſive. M. de Vaudreuil was the Governor-General of the Province; and M. de Montcalm was Commander in Chief of the Land Forces. The former being a Captain in the navy, knew very little of military matters; between whom

and M. de Montcalm there was not a thorough good underſtanding; conſequently they were ſeldom of the ſame opinion in council. The French General readily judged from whence our operations were likely to begin againſt the city of Quebec; and propoſed, in a Council of war, that a detachment of four thouſand men, with a proper train of artillery, ſhould be ſtrongly intrenched at Point Levi; and that other works ſhould be conſtructed, higher up the country, at certain diſtances, for the troops to retire to, in caſe their works at the Point ſhould be forced. But M. de Vaudreuil overruled this moſt excellent plan, and inſiſted, that, though we might demoliſh ſome houſes in the city of Quebec with our ſhells, we could not bring our cannon to bear upon the city, acroſs the river, ſo as to injure the defences of the place: it was therefore his firm opinion, that it was their duty to ſtand upon the defenſive with their whole force on the north ſide of the baſon, and not to divide it on any account whatever. To this plan, M. de Montcalm was obliged to conform; and he made no detachments from his army, but ſuch as were abſolutely neceſſary from the different movements made by General Wolfe.

M. de Montcalm arranged his army into three grand diviſions. The right was commanded by Brigadier-General Baron de St Ours; the centre by Brigadier-General M. de Seneſergues; and the left by M. Herbin. The defence of the city of Quebec was entruſted to M. de Ramſay, the King's Lieutenant, with a garriſon of ſeven or eight hundred men *. In this poſition they waited our approach.

On the 27th of June, the whole army landed on the iſland of Orleans, near the church of St Lawrence, and encamped in one line, about a mile and a half from the ſhore. The General then went, with the chief engineer, under a proper eſcort, to the weſt end of the iſland, to reconnoitre the enemy's ſituation. He perceived them encamped and ſtrongly intrenched, their works being defended by a numerous artillery. Their right extended to the river St Charles, and their left towards the cataract of Montmorenci, with the village of Beauport in the centre of their camp, and that of Charlebourg in the rear of their right. In the afternoon of this day, a dreadful

* All their naval matters were under the direction of M. de Vanguelin.

ful ſtorm of wind and rain came on, which did much damage to the tranſports and boats. Towards night, the weather became more moderate; when the Admiral was enabled to place his fleet in a proper manner, and to take every precaution to prevent it from being hurt by the enemy's fireſhips. To enable the ſeamen to undergo the neceſſary fatigues of the ſiege, the Vice-Admiral ordered a Lieutenant and one hundred ſeamen from each of the line-of-battle ſhips under Rear-Admiral Durell, and diſtributed them on board of the ſhips that were along with himſelf.

On the 28th at midnight, the enemy ſent down ſeven fireſhips and two rafts, to deſtroy our fleet. As they drew near our ſhips, the enemy fired ſuch cannon as they had on board, and ſet fire to the veſſels. Their appearance was very formidable; being in the proper channel for the fleet, and the tide driving them along. Our gallant ſeamen, however, grappled theſe infernal machines, and towed them clear of the fleet, ſome of them to the ſouth ſhore, and others to the weſt end of the iſland of Orleans, where they were ſoon conſumed.

The Vice-Admiral was deſirous to move ſome large ſhips and frigates into the baſon of Quebec: but, conjecturing that the enemy had a conſiderable force, with cannon and mortars on Point Levi, which might incommode him in this operation, he made General Wolfe acquainted with his ſuſpicions; who immediately ordered Brigadier-General Monckton, with his brigade, to embark on board of flat-bottomed boats, and to land near Point Levi; which he did in the night between the 29th and 30th. His light troops drove off ſome irregulars of the enemy; killed ſeven of their men, and made five priſoners. The Brigadier took poſt near Beaumont, where he intrenched himſelf; fixing to the door of a church, at ſome little diſtance, a tranſlation of a manifeſto, which General Wolfe had publiſhed as ſoon as he landed on the iſland of Orleans (See Note 142.), that the enemy might know both what they had to hope, and what to fear.

General Monckton having called in his detached parties, marched from Beaumont to Point Levi, and there took poſt, but found no batteries or works. The enemy endeavoured to diſlodge General Monckton from this poſt; for which purpoſe, as ſoon as the tide ſerved, they ſent down from Quebec, on the

morning of the 1ſt of July, three floating batteries, viz. one of two guns, the others of one gun each; with which they cannonaded the poſts occupied by our troops for an hour and a half. In order to remove them, the Vice-Admiral ordered the Trent frigate, the moment the tide would admit of it, to work up and drive off the enemy. This ſervice Captain Lindſay performed with the greateſt alacrity, and compelled the gun-boats, after a few broadſides, to retreat. General Wolfe alſo croſſed the river with a reinforcement of troops and artillery; and a battery was immediately erected to prevent the like inſults in future. The Vice-Admiral alſo worked higher up with ſome of the large ſhips, placing frigates ahead of them.

Every night a number of large boats, well manned, were moored a conſiderable way ahead of the frigates, with ſtrict orders to keep a ſharp look-out, and to be ready to grapple any fire ſhips or rafts the enemy might ſend down againſt the fleet. Colonel Carleton likewiſe took poſt at the weſt end of the iſland of Orleans, and erected works there for the defence of the hoſpital, ſtores, &c. The enemy ſeeing the ſhips approach ſo near, and fearing that they might paſs the town in the night, and get into the upper river; they therefore ordered what ſhips they had (See Note 142.) to Batiſcan, a place about twenty leagues above Quebec; but kept the greateſt part of their crews to aſſiſt in working their artillery. General Wolfe, after having viewed the poſt at Point Levi, and its environs, marked out the ground whereon to erect batteries for cannonading Quebec acroſs the river. He next returned to the iſland of Orleans, where, having completed the works, he embarked the army on the 9th of July; and, very early in the morning, made a deſcent on the north ſhore, below the falls of Montmorenci, under cover of the Porcupine ſloop, and Boſcawen armed ſhip.

That General Wolfe might be enabled to carry as many troops with him as poſſible, Admiral Saunders ordered all the marines of the ſquadron to be landed on the iſland of Orleans, under the command of Major Hardy, of the ſixty-ſecond regiment of foot, with orders to do duty there, and to occupy all the poſts that the General had eſtabliſhed. But a more clear and diſtinct account cannot be had of this part of the operations of the campaign, than that which is given by Mr Wolfe,

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in his letter of the 2d of September, to Mr Secretary Pitt. The military talents he here diſplayed, juſtly rank him among the firſt of his profeſſion; and his language is ſuch, as entitles him to no inconſiderable place in the republic of letters. For the reader's ſatisfaction, we here inſert a copy of it.

"*Head-quarters at Montmorenci, in the river*
"*St Lawrence, September 3d* 1759.

"SIR,

"I wiſh I could, upon this occaſion, have the honour of "tranſmitting to you a more favourable account of the pro- "greſs of his Majeſty's arms; but the obſtacles we have met "with in the operations of the campaign, are much greater "than we had reaſon to expect, or could foreſee; not ſo much "from the number of the enemy, (though ſuperior to us), as "from the natural ſtrength of the country, which the Mar- "quis de Montcalm ſeems wiſely to depend upon.

"When I learned that ſuccours of all kinds had been thrown "into Quebec; that five battalions of regular troops, complet- "ed from the beſt of the inhabitants of the country, ſome of "the troops of the colony, and every Canadian that was able "to bear arms, beſides ſeveral nations of ſavages, had taken "the field in a very advantageous ſituation; I could not flat- "ter myſelf, that I ſhould be able to reduce the place: I "fought, however, an occaſion to attack their army, know- "ing, that with theſe troops, I was able to fight, and that "a victory might diſperſe them.

"We found them encamped along the ſhore of Beauport, "from the river St Charles to the falls of Montmorenci; and "intrenched in every acceſſible part. The 27th of June, we "landed upon the Iſle of Orleans; but, receiving a meſſage "from the Admiral, that there was reaſon to think that the "enemy had artillery, and a force upon the Point of Levi; I "detached Brigadier Monckton, with four battalions, to drive "them from thence. He paſſed the river the 29th at night, "and marched the next day to the Point; he obliged the ene- "my's irregulars to retire, and poſſeſſed himſelf of that poſt; "the advanced parties upon this occaſion had two or three "ſkirmiſhes with the Canadians and Indians, with little loſs "on either ſide.

"Colonel

" After this buſineſs, I came back to Montmorenci, where " I found that Brigadier Townſhend had, by ſuperior fire, " prevented the French from erecting a battery on the bank " of the river, from whence they intended to have cannonad- " ed our camp. I now reſolved to take the firſt opportunity " which preſented itſelf, of attacking the enemy, though " poſted to great advantage, and every where prepared to re- " ceive us.

" As the men of war cannot, for want of a ſufficient depth " of water, come near enough to the enemy's intrenchments, " to annoy them in the leaſt, the Admiral had prepared two " tranſports (drawing but little water), which upon occaſion " could be run aground to favour a deſcent. With the help of " theſe veſſels, which I underſtood would be carried by the " tide cloſe to the ſhore, I propoſed to make myſelf maſter " of a detached redoubt near to the water's edge, and whoſe " ſituation appeared to be out of muſket-ſhot of the intrench- " ment upon the hill: if the enemy ſupported this detached " place, it would neceſſarily bring on an engagement, what " we moſt wiſhed for; and if not, I ſhould have it in my power " to examine their ſituation, ſo as to be able to determine " where we could beſt attack them. Preparations were ac- " cordingly made for an engagement. The 31ſt of July in " the forenoon, the boats of the fleet were filled with the grena- " diers, and a part of General Monckton's brigade from Point " Levi: the two brigades under Brigadiers Townſhend and " Murray, were ordered to be in readineſs to paſs the ford, " when it ſhould be found neceſſary. To facilitate the paſ- " ſage of this corps, the Admiral had placed the Centurion in " the channel, ſo that ſhe might check the fire of the low- " er battery which commanded the ford: this ſhip was of " great uſe, as her fire was judiciouſly directed. A quantity " of artillery was placed upon the eminence, ſo as to batter " and enfilade the left of their entrenchments.

" From the veſſel which run aground neareſt in, I obſerved " that the redoubt was too much commanded to be kept with- " out great loſs; and the more, as the armed ſhips could not " be brought near enough to cover it both with their artillery " and muſketry, which at firſt I conceived they might. But

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" as the enemy ſeemed in ſome confuſion, and as we were pre-
" pared for action, I thought it a proper time to make an at-
" tempt upon their intrenchments. Orders were ſent to the
" Brigadier-Generals to be ready with the corps under their
" command; Brigadier Monckton to land, and Brigadier
" Townſhend and Murray, to paſs the ford.

" At a proper time of tide the ſignal was made; but, rowing
" towards the ſhore, many of the boats grounded on a ledge,
" that runs off a conſiderable diſtance. This accident put us
" into ſome diſorder, loſt a great deal of time, and obliged
" me to ſend an officer to ſtop Brigadier Townſhend's march,
" whom I then obſerved to be in motion. While the ſeamen
" were getting the boats off, the enemy fired a number of
" ſhells and ſhot, but did no conſiderable damage. As ſoon
" as this diſorder could be a little put to rights, and the boats
" were ranged in a proper manner, ſome of the officers of the
" navy went in with me to find a better place to land: we took
" one flat-bottomed boat with us to make the experiment, and
" as ſoon as we found a fit part of the ſhore, the troops were
" ordered to diſembark, thinking it not yet too late for the
" attempt.

" The thirteen companies of grenadiers, and two hundred
" of the ſecond Royal American battalion, got firſt on ſhore.
" The grenadiers were ordered to form themſelves into four
" diſtinct bodies, and to begin the attack ſupported by Brigadier
" Monckton's corps, as ſoon as the troops had paſſed the ford,
" and were at hand to aſſiſt. But, whether from the noiſe and
" hurry at landing, or from ſome other cauſe, the grenadiers,
" inſtead of forming themſelves as they were directed, run on
" impetuouſly towards the enemy's intrenchments, in the ut-
" moſt diſorder and confuſion, without waiting for the corps
" that were to ſuſtain them and join in the attack. Brigadier
" Monckton was not landed, and Brigadier Townſhend was
" at a conſiderable diſtance, though upon his march to join us,
" in very great order. The grenadiers were checked by the
" enemy's firſt fire, and obliged to ſhelter themſelves in and
" about the redoubt, which the French abandoned at their ap-
" proach. In this ſituation they continued for ſome time, un-
" able to form under ſo hot a fire; and having many gallant

" officers wounded, who (careleſs of their perſons) had been " ſolely intent upon their duty, I ſaw the abſolute neceſſity " of calling them off, that they might form themſelves under " Brigadier Monckton's corps, which was now landed, and " drawn up on the beach in extreme good order.

" By this accident, and this ſecond delay, it was near night; " a ſevere ſtorm came on, and the tide began to make; ſo that " I thought it moſt adviſeable, not to perſevere in ſo difficult " an attack, leſt, in caſe of a repulſe, the retreat of Brigadier " Townſhend's corps might be hazardous and uncertain.

" Our artillery had a great effect upon the enemy's left, " where Brigadier Townſhend and Murray were to have at- " tacked; and it is probable, that, if thoſe accidents I have " ſpoken of had not happened, we ſhould have penetrated " there, whilſt our left and centre (more remote from our ar- " tillery) muſt have bore all the violence of the muſketry.

" The French did not attempt to interrupt our march. " Some of their ſavages came down to murder ſuch wound- " ed as could not be brought off, and to ſcalp the dead, as their " cuſtom is.

" The place where the attack was intended, has theſe ad- " vantages over all others hereabout. Our artillery could be " brought into uſe; the greateſt part, or even the whole of " the troops, might act at once; and the retreat, in caſe of " a repulſe, was ſecure, at leaſt for a certain time of the tide. " Neither one or other of theſe advantages can any where elſe " be found. The beach upon which the troops were drawn " up, was of deep mud, with holes, and cut by ſeveral gulliies; " the hill to be aſcended very ſteep, and not every where " practicable; the enemy numerous in their intrenchments, " and the fire hot. If the attack had ſucceeded, our loſs muſt " certainly have been great; and theirs inconſiderable, from the " ſhelter which the neighbouring woods afforded them. The " river St Charles ſtill remained to be paſſed, before the town " was inveſted. All theſe circumſtances I conſidered; but " the deſire to act in conformity to the King's intentions, in- " duced me to make this trial, perſuaded that a victorious " army find no difficulties.

" Immediately after this check, I ſent Brigadier Murray a- " bove

" bove the town, with twelve hundred men, directing him to " aſſiſt Rear-Admiral Holmes in the deſtruction of the French " ſhips, if they could be got at, (See Note 142.) in order to " open a communication with General Amherſt. The Bri- " gadier was to ſeek every favourable opportunity of fighting " ſome of the enemy's detachments, provided he could do it " upon tolerable terms; and uſe all the means in his power " to provoke them to attack him. He made two different at- " tempts to land upon the north ſhore, without ſucceſs; but " in a third was more fortunate. He landed unexpectedly at " de Chambaud, and burnt a magazine there; in which were " ſome proviſions, ſome ammunition, and all the ſpare ſtores, " clothing, arms, and baggage of their army.

" The priſoners he took, informed him of the ſurrender of " the Fort of Niagara; and we diſcovered by intercepted let- " ters, that the enemy had abandoned Carillon and Crown " Point, were retired to the Iſle aux Noix, and that General " Amherſt was making preparations to paſs the Lake Cham- " plain, to fall upon M. Bourlemaque's corps, which conſiſts " of three battalions of foot, and as many Canadians as make " the whole amount to three thouſand men.

" The Admiral's diſpatches and mine would have gone eight " or ten days ſooner, if I had not been prevented from writ- " ing by a fever. I found myſelf ſo ill, and am ſtill ſo weak, " that I begged the General-Officers to conſult together for " the public utility. They were all of opinion, that as more " ſhips and proviſions have now got above the town, they " ſhould try, by conveying up a corps of four or five thouſand " men, (which is nearly the whole ſtrength of the army, af- " ter the points of Levi and Orleans are left in a proper ſtate " of defence), to draw the enemy from their preſent ſituation, " and bring them to an action. I have acquieſced in their " propoſal, and we are preparing to put it in execution.

" The Admiral and I have examined the town, with a view " to a general aſſault; but, after conſulting with the chief en- " gineer, who is well acquainted with the interior parts of it, " and after viewing it with the utmoſt attention, we found, " that though the batteries of the lower town might be eaſily " ſilenced by the men of war, yet the buſineſs of an aſſault

" would be but little advanced by that, ſince the few paſſages " that lead from the lower to the upper town are carefully " intrenched; and the upper batteries cannot be affected by " the ſhips, which muſt receive conſiderable damage from " them, and from the mortars. The Admiral would readily " join in this, or in any other meaſures for the public ſervice; " but I could not propoſe to him an undertaking of ſo danger- " ous a nature, and promiſing ſo little ſucceſs.

" To the uncommon ſtrength of the country, the enemy " have added (for the defence of the river) a great number of " floating batteries and boats. By the vigilance of theſe, and " the Indians round our different poſts, it has been impoſſible " to execute any thing by ſurprize. We have had almoſt " daily ſkirmiſhes with theſe ſavages, in which they are ge- " nerally defeated, but without loſs on our ſide.

" By the liſt of diſabled officers, (many of whom are of " rank), you may perceive, Sir, that the army is much weaken- " ed. By the nature of the river, the moſt formidable part of " this armament is deprived of the power of acting, yet we " have almoſt the whole force of Canada to oppoſe. In this " ſituation, there is ſuch a choice of difficulties, that I own " myſelf at a loſs how to determine. The affairs of Great " Britain, I know, require the moſt vigorous meaſures; but " then the courage of a handful of brave men, ſhould be ex- " erted only where there is ſome hope of a favourable event. " However, you may be aſſured, Sir, that the ſmall part of " the campaign that remains, ſhall be employed (as far as I " am able) for the honour of his Majeſty, and the intereſt of " the nation, in which I am ſure of being well ſeconded by " the Admiral and by the Generals; happy if our efforts " here can contribute to the ſucceſs of his Majeſty's arms in " any other parts of America. I have the honour to be, with " the greateſt reſpect,

" Sir,

" Your moſt obedient, and

" Moſt humble ſervant,

" JA. WOLFE."

As

As the letter which Vice-Admiral Saunders wrote to Mr Secretary Pitt on this occaſion, forms a moſt excellent ſupplement to the maſterly letter of General Wolfe, and gives an able and diſtinct detail of the operations which fell to the lot of the Navy in this arduous enterprize, we beg leave to inſert it likewiſe.

"*Stirling Caſtle, off Point Levi, in the river*
"*St Lawrence, September 5th,* 1759.

"SIR,

"In my letter of June 6th, I acquainted you I was then "off Scutari, ſtanding for the river St Lawrence. On the "26th, I got up with the firſt diviſion of the fleet and tranſ- "ports, as far as the middle of the Iſle of Orleans, where I "immediately prepared to land the troops, which I did the "next morning. The ſame day, the ſecond and third divi- "ſions came up, and the troops from them were landed like- "wiſe.

"I got thus far without any loſs or accident whatever; but, "directly after landing the troops, a very hard gale of wind "came on, by which many anchors and ſmall boats were loſt, "and much damage received among the tranſports by their "driving on board each other. The ſhips that loſt moſt an- "chors, I ſupplied from the men of war, as far as I was able, "and, in other reſpects, gave them the beſt aſſiſtance in my "power.

"On the 28th at midnight, the enemy ſent down from "Quebec ſeven fire-ſhips; and though our ſhips and tranſ- "ports were ſo numerous, and neceſſarily ſpread ſo great a "part of the channel, we towed them all clear and aground, "without receiving the leaſt damage from them. The next "night, General Monckton croſſed the river, and landed with "his brigade on the ſouth ſhore, and took poſt at Point Levi; "and General Wolfe took his on the weſtermoſt point of the "Iſle of Orleans.

"On the 1ſt of July, I moved up between the points of "Orleans and Levi; and it being reſolved to land on the "north ſhore, below the falls of Montmorenci, I placed, on "the 8th, his Majeſty's ſloop the Porcupine, and the Boſca- "wen armed veſſel, in the channel between Orleans and the "north

" north ſhore, to cover the landing, which took place that " night.

" On the 17th, I ordered Captain Rous of the Sutherland, " to proceed, with the firſt fair wind and night-tide, above " the town of Quebec, and to take with him his Majeſty's " ſhips Diana and Squirrel, with two armed ſloops, and two " cats armed, and loaded with proviſions. On the 18th at " night, they all got up, except the Diana, and gave General " Wolfe an opportunity of reconnoitring above the town; " thoſe ſhips having carried ſome troops with them for that " purpoſe. The Diana run aſhore upon the rocks off Point " Levi; and received ſo much damage, that I have ſent her " to Boſton with twenty-ſeven ſail of American tranſports, " (thoſe which received moſt damage in the gale of June 27th), " where they are to be diſcharged; and the Diana, having re- " paired her damage, is to proceed to England, taking with " her the maſt-ſhips, and what trade may be ready to accom- " pany her.

" On the 28th, at midnight, the enemy ſent down a raft of " fire-ſtages, of near a hundred radeaux, which ſucceeded no " better than their fire-ſhips.

" On the 31ſt, General Wolfe determined to land a num- " ber of troops above the falls of Montmorenci, in order to " attack the enemy's lines; to cover which, I placed the Cen- " turion in the channel between the Iſle of Orleans and the " falls, and ran on ſhore, at high water, two cats which I " had armed for the purpoſe, againſt two ſmall batteries and " two redoubts, where our troops were to land. About ſix " in the evening, they landed; but the General not thinking " it proper to perſevere in the attack, ſoon after part of them " re-embarked, and the reſt croſſed the falls with General " Wolfe; upon which, to prevent the two cats from falling " into the enemy's hands (they being dry on ſhore) I gave " orders to take the men out, and ſet them on fire; which " was accordingly done.

" On the 5th of Auguſt, in the night, I ſent twenty flat- " boats up the river, to the Sutherland, to embark twelve hun- " dred and ſixty of the troops, with Brigadier-General Murray, " from a poſt we had taken on the ſouth ſhore. I ſent Admi-

" ral

" ral Holmes up to the Sutherland, to act in concert with him, " and to give him all the aſſiſtance the ſhips and boats could " afford. At the ſame time, I directed Admiral Holmes to " uſe his beſt endeavours to get at, and deſtroy the enemy's " ſhips above the town; and to that purpoſe I ordered the " Loweſtoffe, and Hunter ſloop, with two armed ſloops and " two cats with proviſions, to paſs Quebec, and join the Su- " therland: but the wind holding weſterly, it was the 27th " of Auguſt before they got up, which was the fourth attempt " they had made to gain their paſſage.

" On the 25th, at night, Admiral Holmes and General " Murray, with part of the troops, returned: they had met " with and deſtroyed a magazine of the enemy's clothing, " ſome gun-powder, and other things: and Admiral Holmes " had been ten or twelve leagues above the town, but found " it impracticable at this time to get farther up.

" General Wolfe having reſolved to quit the camp at Mont- " morenci, and go above the town in hopes of getting be- " tween the enemy and their proviſions, (ſuppoſed to be in " their ſhips there), and by that means force them to an ac- " tion; I ſent up, on the 29th at night, the Seahorſe and " two armed ſloops, with two cats laden with proviſions, to " join the reſt above Quebec; and having taken off all the ar- " tillery from the camp at Montmorenci, on the third inſtant, " in the forenoon, the troops embarked from thence, and " landed at point Levi. The 4th, at night, I ſent up all the " flat-bottomed boats; and this night a part of the troops will " march up the ſouth ſhore, above the town, to be embarked " in the ſhips and veſſels there; and to-morrow night the reſt " will follow. Admiral Holmes is alſo gone up again, to aſ- " ſiſt in their future operations; and to try, if, with the aſ- " ſiſtance of the troops, it is practicable to get at the enemy's " ſhips.

" As General Wolfe writes by this opportunity, he will " give you an account of his part of the operations, and his " thoughts what farther may be done for his Majeſty's ſervice. " The enemy appear to be numerous, and appear to be ſtrong- " ly poſted: but let the event be what it will, ſhall remain " here as long as the ſeaſon of the year will permit, in order

" to prevent their detaching troops from hence againſt Gene-
" ral Amherſt; and I ſhall leave cruizers at the mouth of the
" river, to cut off any ſupplies that may be ſent them, with
" ſtrict orders to keep that ſtation as long as poſſible. The
" town of Quebec is not habitable, being almoſt entirely
" burnt and deſtroyed.

" I incloſe you the preſent diſpoſition of the ſhips under my
" command. Twenty of the victuallers that ſailed from Eng-
" land with the Echo, are arrived here; one unloaded at
" Louiſburg, having received damage in her paſſage out; and
" another I have heard nothing of. No ſhips of the enemy
" have come this way, that I have had any intelligence of, ſince
" my arrival in the river, except one, laden with flour and
" brandy, which was taken by Captain Doake of the Lizard.

" Before Admiral Durell got into the river, three frigates
" and ſeventeen ſail, with proviſions, ſtores, and a few re-
" cruits, got up; and are thoſe we are ſo anxious, if poſſible,
" to deſtroy.

" Yeſterday, I received a letter from General Amherſt, (to
" whom I have had no opportunity of writing ſince I have been
" in the river), dated Camp at Crown Point, Auguſt 7th,
" wherein he only deſires I would ſend tranſports and a convoy
" to New York, to carry to England ſix hundred and ſeven pri-
" ſoners, taken at the ſurrender of Niagara.

" I ſhould have wrote to you ſooner from hence; but while
" my diſpatches were preparing, General Wolfe was taken
" very ill; he has been better ſince, but is ſtill greatly out of
" order.

" I ſhall very ſoon ſend home the great ſhips. And I have
" the honour to be, &c.

" CHARLES SAUNDERS."

The orders given out by General Wolfe, on the firſt of Auguſt, the day after he intended to have attacked the enemy's intrenchments, do him great credit. At the ſame time that he means to reprimand the troops who diſobeyed his orders, he ſeems to aſſure them of an opportunity of regaining his favour, if they pay due regard to orders and diſcipline. " The
" check (ſays the General) which the grenadiers met with
" yeſterday,

"yeſterday, will, it is hoped, be a leſſon to them for the time "to come; ſuch impetuous, irregular, and unſoldierlike pro- "ceedings, deſtroy all order, make it impoſſible for their "commanders to form any diſpoſition for an attack, and put "it out of the General's power to execute his plan. The "grenadiers could not ſuppoſe, that they alone could beat "the French army; and therefore, it was neceſſary that the "corps under Brigadier Monckton and Brigadier Townſhend, "ſhould have time to join, that the attack might be general; "the very firſt fire of the enemy, was ſufficient to repulſe men "who had loſt all ſenſe of order and military diſcipline: Am- "herſt's and the Highland regiments alone, by the ſoldierlike "and cool manner they were formed in, would undoubtedly "have beat back the whole Canadian army, if they had ven- "tured to attack them. The loſs, however, is inconſiderable, "and may be eaſily repaired, when a favourable opportunity "offers, if the men will ſhow a proper attention to their "officers."

By the detachment which General Wolfe had ſent up the river under Brigadier Murray, the Marquis de Montcalm conjectured that our poſt at Montmorenci was ſo much weakened thereby, that it might eaſily have been forced, if attacked in the proper place. Early in the morning, two large columns were ſeen to march from the enemy's camp to the northward, ſuppoſed to be with a deſign, either to attack General Wolfe in his camp by croſſing the river Montmorenci at the upper ford, or elſe to fall upon his rear as he was quitting that poſt, and incommode him in re-embarking the troops: but General Wolfe had digeſted his plan ſo well, that he carried on the whole operation without any loſs. No ſooner were the French troops obſerved to be in motion, than Brigadier Monckton ordered a large detachment from his poſt at Point Levi to embark in boats, and, under cover of ſome frigates and ſloops, to ſtand towards the Beauport ſhore. This feint had the deſired effect. M. de Montcalm, dreading to be attacked in his lines, recalled his two columns in haſte. In the mean time, General Wolfe having withdrawn all his artillery, ſet fire to the works he had erected; marched down to the beach, where the flat-bottomed boats waited for him; and the enemy giving him no interruption, he re-embarked the troops, moſt of whom

he ordered to encamp at Point Levi, the remainder at Point Orleans. It is inconceivable how great an affection the whole army had for General Wolfe; his ſickneſs made a moſt viſible impreſſion on them, and when his health permitted him to return to camp and viſit the guards and poſts as uſual, they gave the ſtrongeſt proofs of the moſt heartfelt joy: his preſence never failed to infuſe freſh ſpirits into the troops.

General Wolfe now formed one of the grandeſt plans imaginable, in order to obtain the object of his wiſhes. The Admiral cauſed the whole of the flat-bottomed boats, with an additional number of frigates and ſhips to paſs the town in the night of the 4th; and Admiral Holmes once more went up, and took the command there. As many troops as could be ſpared from the Point of Orleans, were conveyed to the camp at Point Levi; whence the General marched them, together with all the force that could be ſpared from that poſt, up the ſouth ſhore, fording the river Eſchemin, and proceeding to a ſpot where they were embarked on board the war ſhips and tranſports. Rear-Admiral Holmes conducted the whole a conſiderable way up the river. M. de Montcalm, from the ſmall number of ſhips and veſſels which he ſaw, not ſuſpecting that General Wolfe had conveyed the greateſt part of his force above the town, immediately detached M. de Bougainville with a corps of two thouſand men, with orders to obſerve the motions of General Wolfe, and to oppoſe his landing on the north ſhore. Admiral Holmes came to an anchor with his fleet above Cape Diamond. The General, that he might draw the enemy's attention as high up the river as poſſible, made many feints to land; and in order to refreſh the men, who were very much crowded on board the ſhips, he frequently landed part of them on the ſouth ſhore. General Wolfe having now completely adjuſted his plan, the troops, arranged in the flat-boats, were to be followed by the ſhips and veſſels, ſo as they ſhould arrive nearly about the ſame time at the place intended for the deſcent. Captain Chads, of the navy, directed under Admiral Holmes; to whoſe orders and directions, the General expreſsly commanded that the greateſt attention ſhould be paid. On the 12th of September, General Wolfe iſſued the following orders, dated from on board the Sutherland,

"The

"The enemy's force is now divided; great ſcarcity of pro-
"viſions is now in their camp; and univerſal diſcontent among
"the Canadians. The ſecond officer in command is gone to
"Montreal, or St John's; which gives reaſon to think that Gene-
"ral Amherſt is advancing into the colony. A vigorous blow
"ſtruck by the army at this juncture, may determine the fate of
"Canada. Our troops below are in readineſs to join us: all
"the light artillery and tools are embarked at the Point of Levi;
"and the troops will land where the French ſeem leaſt to expect
"it. The firſt body that gets on ſhore is to march directly to
"the enemy, and drive them from any little poſt they may oc-
"cupy. The officers muſt be careful that the ſucceeding bo-
"dies do not, by any miſtake, fire upon thoſe who go before
"them. The battalions muſt form on the upper ground with
"expedition, and be ready to charge whatever preſents itſelf.
"When the artillery and troops are landed, a corps will be left
"to ſecure the landing-place; while the reſt march on, and en-
"deavour to bring the French and Canadians to a battle. The
"officers and men will remember what their country expects
"from them, and what a determined body of ſoldiers, inured to
"war, is capable of doing, againſt five weak French battalions,
"mingled with diſorderly peaſantry. The ſoldiers muſt be at-
"tentive and obedient to their officers, and reſolute in the
"execution of their duty."

The ſtroke being now ready to be ſtruck, the whole armament prepared to contribute their aid to the grand deſign. The Admiral, in the evening of the 12th, ordered all the boats below the town to rendezvous aſtern of one of the frigates. Into theſe he put all the marines he could poſſibly ſpare; and, under cover of ſome frigates and ſloops of war, he ordered them to work up, and juſt at break of day to ſtand over to the Beauport ſhore, as if going to make a deſcent there; while the frigates and ſloops were ordered to ſtand as near as they could with ſafety, and to cannonade the French lines. This feint had an excellant effect, and obliged the enemy to leave a ſtronger detachment to guard their works than they would have otherwiſe done. What troops could be ſpared from the poſt of Point Levi, were ordered to be ready to embark in boats at a moment's warning, under the command of brigadier Monckton. General Wolfe, in the Upper River, or-

dered all his troops on board their reſpective ſhips. At nine o'clock this night, the firſt diviſion of the ſoldiers were ordered into the flat-bottomed boats; and a little after, the whole ſquadron moved up the river with the tide of flood. This deceived the enemy very much. It being a fine clear ſtarlight night, M. de Bougainville immediately put his corps in motion, and marched up the north bank of the river, to be ready to oppoſe any deſcent which might be made there.

About an hour before day-light of the 13th, the boats fell down the river with the tide of ebb. By the help of their oars, they went at a great rate. In half an hour the ſhips followed them; and, a little before day-break, they arrived at the eaſtward of Sillery, a league above Cape Diamond. The light infantry, commanded by Colonel Howe, were carried a little lower down, by the rapidity of the current. The place where they diſembarked, was at the foot of a woody precipice, which with the utmoſt difficulty they ſcrambled up, and diſperſed a guard on the top, which were placed to defend a ſmall foot-path. At this inſtant, the corps under Brigadier Monckton having arrived in boats from Point Levi, immediately landed and aſcended the hill. Theſe were followed by the corps under Brigadiers Townſhend and Murray; and the remainder of the troops were diſembarked as faſt as the boats could bring them from the ſhips.

Day was now broke; and General Wolfe, perceiving the French army under M. de Montcalm in motion, made a diſpoſition of his troops, which he varied as more regiments arrived. His right was covered by the Louiſburg grenadiers. On the right of this corps he afterwards placed the thirty-fifth, the twenty-eighth, forty-third, forty-ſeventh, ſeventy-eighth, and fifty-eighth regiments, which compoſed the firſt line, divided into two brigades, commanded by Brigadiers Monckton and Murray. The ſecond line was compoſed of the fifteenth regiment, and the two battalions of Royal Americans, commanded by Brigadier Townſhend. The reſerve was compoſed of the forty-eighth regiment, drawn up in eight ſubdiviſions, with large intervals, under the command of Colonel Burton. The left of the army was covered by the light infantry, commanded by Colonel Howe, who, poſſeſſing himſelf of ſome houſes and a ſmall

copſe

copſe wood, performed very great ſervice in the action. General Wolfe ordered the men to load with an additional bullet, which did great execution. In this diſpoſition, the General waited the approach of the enemy.

M. de Montcalm formed his army into three columns; but lined the ground in his front with a corps of irregulars and markſmen, who, while he was advancing, kept up a very galling fire on the front of our line, but were obliged to retire, by the bravery of the light infantry, and a light ſix pounder, which the ſailors dragged up about eight o'clock. This gun played with great ſucceſs on the enemy's columns, and obliged the French General more than once to make alterations in his diſpoſition. About ten o'clock, the enemy came on briſkly to the attack, and ſhewed they meant, if poſſible, to gain our left flank. On this, Brigadier Townſhend advanced the fifteenth regiment, and formed it en potence, which effectually prevented their deſign. As ſoon as they came within muſket-ſhot, they began to fire: but the Britiſh troops reſerved theirs, until the enemy were within thirty yards. They then gave their fire, which they repeated ſo quickly, and with ſuch effect, that the enemy every where gave way, and, under cover of the ſmoke, charged them with fixed bayonets.

It was at this time that General Wolfe, exerting himſelf at the head of the Louiſburg grenadiers, received his mortal wound. Colonel Carleton, the Quarter-Maſter General, received a dangerous wound on his head; and ſhortly after, Brigadier Monckton was ſhot through the body, at the head of the forty-ſeventh regiment.

Nor did it fare better with the General Officers of the enemy's army. M. de Montcalm was mortally wounded, and obliged to be carried off the field. Their ſecond in command, Brigadier M. de Senezergue, was alſo mortally wounded, made priſoner, and died a few days afterwards on board the fleet. Their third in command, Brigadier Baron de St Ours, was killed.

Part of the French troops made a ſecond, but faint attack, and were preſently repulſed. Some others took to a thick copſe wood, and there they made a ſtand for a while, which effectually covered the retreat of a great part of the French army.

Never did troops behave better than the Britiſh on this occaſion. They were cool and intrepid, and paid the utmoſt attention

attention to the orders they received. The Louiſburg grenadiers, with the twenty-eighth and forty-ſeventh regiments, drove back the enemy with fixed bayonets; and Brigadier Murray advancing briſkly, with the troops under his command, the rout of the enemy became general. It was then that the Highlanders, ſupported by the fifty-eighth regiment, took to their broad-ſwords, driving part of the French into the town, and part into their works, at their bridge over the river St Charles; nor did they retire until the cannon from the ramparts fired upon them.

The action on the left, and in the centre of the Britiſh army, was not ſo ſevere. The light infantry behaved to admiration: they defended the houſes of which they had taken poſſeſſion ſo well, that they repulſed the enemy in all the attacks they made to diſlodge them. During the action, Colonel Howe, who had taken poſt with two companies behind a ſmall copſe, frequently ſallying upon the right flank of the enemy, drove them in heaps on each other. This obliged M. de Montcalm to detach a corps to oppoſe the Colonel; on which he retired into the above mentioned houſes, from whence the enemy could not force him. Brigadier Townſhend, by advancing ſome platoons of the fifteenth regiment againſt the front of this body, prevented their ever being able to execute their orders which were, to take the left of our line in flank, while their irregulars and Indians were to fall upon our rear. Previouſly to this, one of the Royal American battalions had been detached to preſerve our communication with the boats; and the other had joined the firſt line, in order to occupy the ſpace there left vacant by Brigadier Murray's movement.

Things were in this poſition, when Brigadier Townſhend was informed that the command had devolved upon him. He immediately repaired to the centre; and finding the troops ſomewhat in diſorder, occaſioned by their eagerneſs in the purſuit of the enemy, he gave orders for them to form immediately. This was ſcarcely done, when M. de Bougainville, with his corps from Cape Rouge, appeared in the rear of the Britiſh army, and ſeemed to threaten an attack. This officer, when he diſcovered that the ſhips and boats had fallen down the river, followed them down the north ſhore with the greateſt expedition; but the ebb-tide carried the boats ſo very faſt down the

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ſtream, that even his cavalry could not keep pace with them. Some battalions immediately faced about to receive him; and our cannon at that inſtant firing a few rounds at his corps, he judged it prudent to retire.

When the enemy were completely defeated, Brigadiers Townſhend and Murray went to the head of each regiment, and thanked them for their gallant behaviour. In this action we had only fifty-ſeven men killed, and ſix hundred and ſeven wounded. The enemy had near fifteen hundred men killed, wounded, and priſoners, and one piece of cannon taken. Their loſs fell chiefly on the regulars; and ſome of their officers who were made priſoners acknowledged, that they never ſaw ſuch a fire as that which our troops firſt gave their army. Every ſhot ſeemed to take place; and ſo many men fell, that they thought they had loſt half their troops.

Nothing could exceed the ſurprize of the Marquis de Montcalm, when he heard that General Wolfe and the Britiſh army had made good their landing above the town. He could not credit it, and ſaid, "It is only M. Wolfe with a ſmall party come to "burn a few houſes, look about him, and return." But when he was informed that the Britiſh army were drawn up in order of battle on the plains of Abraham; "Then," ſaid he, "they have "at laſt got to the weak ſide of this miſerable garriſon: there- "fore we muſt endeavour to cruſh them by our numbers, "and ſcalp them all before twelve o'clock. He died the day after the battle; and it is reported of him, that when his wounds were dreſſed, he requeſted of the ſurgeons who attended him, to tell him ingenuouſly whether or not his wounds were mortal. On being informed, they were; he ſaid, "He was glad "of it." He next aſked how long he might ſurvive: He was told, ten or twelve hours, perhaps leſs. "So much the better," replied he; "then I ſhall not live to ſee the ſurrender of "Quebec."

Small as our loſs was in this action, the nation deemed the victory dearly bought, when they heard that General Wolfe was killed. He at firſt received a wound in the wriſt: this did not oblige him to quit the field; but, wrapping his handkerchief round it, he continued to give orders with his uſual calmneſs and perſpicuity; when, juſt as the enemy gave way, he received a wound in the breaſt, which

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proved mortal. He was carried a little way in the rear of the army, and laid down. Hearing one of the officers who ſtood cloſe by him ſay, "See how they run!" the dying hero aſked, with ſome emotion, "Who runs?" To this the officer rejoined, "The enemy, Sir; they give way every where." Then the General ſaid, "Pray, do one of you run to Colonel "Burton, and tell him to march Webb's regiment with all "ſpeed down to Charles's river, to cut off the retreat of the "fugitives from the bridge—Now God be praiſed," ſaid he, "I ſhall die happy:" and, turning on his ſide, ſoon after expired.

The character of General Wolfe has been drawn by many able hiſtorians. All are full of encomiums; yet none has ever exceeded the truth. As he who ſeems to have drawn the exacteſt portrait of this celebrated hero, had a good opportunity of being thoroughly well acquainted with him, we ſhall give it in his own words. "The death of General Wolfe "was a national loſs, univerſally lamented. He inherited "from nature an animating fervour of ſentiment, an intuitive "perception, an extenſive capacity, and a paſſion for glory, "which ſtimulated him to acquire every ſpecies of military "knowledge, that ſtudy could comprehend, that actual ſervice "could illuſtrate and confirm. This noble warmth of diſpo-"ſition ſeldom fails to call forth and unfold all the liberal vir-"tues of the ſoul. Brave above all eſtimation of danger; ge-"nerous, gentle, complacent, and humane; the pattern of the "officer, the darling of the ſoldier. There was a ſublimity in "his genius, which ſoared above the pitch of ordinary minds. "And had his faculties been exerciſed to their full extent, by "opportunity and action; had his judgment been fully ma-"tured by age and experience, he would, without doubt, have "rivalled in reputation the moſt celebrated Captains of anti-"quity *."

General Townſhend loſt no time in following up this victory. He encamped the army in ſuch a manner, as that the enemy could not eaſily ſurpriſe them; directing, at the ſame time, redoubts to be erected, which not only kept the enemy's parties at due diſtance, but gave the men ample ſecurity in carrying on the operations againſt the town, from whence a conſtant

* Dr Smollet's Continuation of the Hiſtory of England, vol. V. page 55.

conſtant cannonade was kept up. The ground having been well reconnoitred, the engineers ſet to work in erecting batteries for mortars and cannon. But before they were completed, M. de Ramſay, on the 17th, offered to ſurrender the town. A meſſage was immediately ſent to the Vice-Admiral, who repaired to the head-quarters; when, the terms of the capitulation being ſettled, they were ſigned the morning of the 18th. (See Note 142.)

The concluſion of General Townſhend's letter to Mr Secretary Pitt, gives a moſt accurate and diſtinct account of this affair.—"The 17th at noon, before we had any "battery erected, or could have had for two or three days, a "flag of truce came out, with propoſals of capitulation, which "I ſent back again to the town, allowing them four hours "to capitulate, or no farther treaty. The Admiral had at "this time brought up his large ſhips, as intending to attack the "town. The French officer returned at night with the terms "of capitulation; which, with the Admiral, were conſidered, "agreed to, and ſigned, at eight in the morning the 18th in- "ſtant. The terms we granted, will, I flatter myſelf, be ap- "proved of by his Majeſty; conſidering the enemy aſſembling "in our rear, and, what is far more formidable, the very wet "and cold ſeaſon, which threatened our troops with ſickneſs, "and the fleet with ſome accident; it had made our road ſo "bad, that we could not bring up a gun for ſome time. Add "to this, the advantage of entering the town with the walls in "a defencible ſtate, and the being able to put a garriſon "there, ſtrong enough to prevent all ſurprize. Theſe, I "hope, will be deemed ſufficient conſiderations for granting "them the terms I have the honour to tranſmit to you.

"The inhabitants of the country come in to us very faſt, "bringing in their arms, and taking the oaths of fidelity, until "a general peace determines their ſituation.

"By deſerters we learn, that the enemy are re-aſſembling "behind Cape Rouge; that M. de Levis is come down from "the Montreal ſide to command them: ſome ſay, he has "brought two battalions with him: if ſo, this blow has already "aſſiſted General Amherſt. By other deſerters we learn, that "M. de Bougainville, with eight hundred men and proviſions, "was on his march to fling himſelf into the town the 18th,

" the very morning it capitulated; on which day we had not " completed the inveſtiture of the place, as they had broken " down their bridge of boats, and had detachments in very " ſtrong works on the other ſide of the river St Charles.

" I ſhould not do juſtice to the Admirals, and the naval " ſervice, if I neglected this occaſion of acknowledging how " much we are indebted for our ſucceſs to the conſtant aſſiſt- " ance and ſupport received from them, and the perfect har- " mony and correſpondence which has prevailed throughout " all our operations, in the uncommon difficulties which the " nature of this country, in particular, preſents to military " operations of a great extent, and which no army can itſelf " ſolely ſupply; the immenſe labour in artillery, ſtores, and " proviſions; the long watchings and attendance in boats; " the drawing up our artillery by the ſeamen, even in the " heat of action. It is my duty, ſhort as my command has " been, to acknowledge, for that time, how great a ſhare the " navy has had in this ſucceſsful campaign."

On the 18th, Lieutenant-Colonel Murray, at the head of three companies of grenadiers, with a piece of cannon, and a detachment of the Royal regiment of artillery, marched in, and took poſſeſſion of the upper town, hoiſting Britiſh colours on the moſt conſpicuous part of the fortifications. At the ſame time, Captain (now Admiral Sir Hugh) Palliſer, with a detachment of ſeamen, took poſſeſſion of the lower town. The garriſon, agreeable to the terms of capitulation (See Note 142.), marched out with the honours of war, and were embarked on board of tranſports for France. In the place was found a numerous artillery, and a great quantity of military ſtores. For an account of the ſtrength of the garriſon, and other particulars, (ſee Note 142.)

The General's diſpatches were brought to England by Lieutenant-Colonel Hale; and the Admiral's, by Captain James Douglas of the Alcide. They arrived a few days after General Wolfe's letter, giving an account of his repulſe at the Falls of Montmorenci, and of the very great difficulties he had to ſtruggle with. His moſt excellent letter intereſted every one in his fate; and he now became ſtill more a favourite with the nation, eſpecially for his firm determination to exert himſelf

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to the utmoſt for the good of his country, although he did not flatter them with being able to reduce the capital of Canada. The public having the fulleſt confidence in his aſſurances, longed with impatience for the next diſpatches.

The victory gained over M. de Montcalm, and the ſurrender of Quebec, were announced in one Gazette Extraordinary. Although joy and rapture flew from one end of the kingdom to the other; yet, in the midſt of this exceſſive exultation, a concern for the death of General Wolfe, was viſible in every countenance; and while they rejoiced at the victories, they failed not in paying due praiſes to the memory of the accompliſhed hero, who had fallen in the attainment of them. Bonfires and illuminations were univerſal, one place excepted; and this was the village in which the mother of the deceaſed General lived. The inhabitants felt for her grief, which they would not increaſe; and put a violence on their inclinations, by not joining with their neighbours in giving public teſtimonies of joy and approbation on this occaſion. To every one in the leaſt acquainted with the diſpoſitions of the people, they muſt know that the ſacrifice they here made was very great.

From the good old King, Colonel Hale and Captain Douglas procured a moſt gracious reception. They had each a preſent of 500 l. to buy a ſword. The former obtained the command of a regiment of light dragoons; the latter received the honour of knighthood, and, ſoon after, was ſent to command the ſquadron at the Leeward Iſlands. The city of London, the Univerſities, and many of the principal cities and corporations addreſſed his Majeſty, and congratulated him on this important victory; and a royal proclamation was iſſued, appointing a day of ſolemn thankſgiving to Almighty God, throughout the Britiſh dominions.

Soon after the Parliament met, Mr Secretary Pitt, in a moſt elegant ſpeech, expatiated on the brilliant ſucceſſes of the campaign, and on the very great merit of the Admirals and Generals. But when he came to ſpeak of the tranſcendant worth of the immortal Wolfe, he convinced his audience, that what he ſaid came from the heart. The beautiful panegyric he was pronouncing, was, for a few ſeconds interrupted by the ſympathetic tear, which flowed for the loſs

his country had ſuſtained, by the death of ſuch an accompliſhed officer. He concluded, by moving for an addreſs to his Majeſty, requeſting that he would order a monument to be erected in Weſtminſter-Abbey to the memory of Major-General James Wolfe. The motion was immediately ſeconded, and the Houſe unanimouſly agreed to it; as they did, immediately after, to return their thanks to the ſurviving Generals and Admirals who had been employed in the glorious and ſucceſsful expedition againſt Quebec.

As ſoon as a ſufficient number of houſes could be repaired in the city of Quebec, the army ſtruck their tents, and marched into the garriſon. Brigadier-General Murray was appointed Governor, and Colonel Burton Lieutenant Governor of Quebec. Poſſeſſion was taken of all the enemy's poſts in the neighbourhood, and parties from the garriſon employed to cut wood for winter fuel. The inhabitants brought in ſuch freſh proviſions as they could ſpare. Admiral Saunders was buſied in landing ſtores and proviſions for the garriſon; and diſpatched the large ſhips home, under the command of Rear-Admirals Durell and Holmes.

The corpſe of General Wolfe was ſhipped on board of the Royal William, and received there with all the honours due to it. The ſame ceremony was obſerved when it was landed at Portſmouth, in order to be conveyed to the burial-place of his family.

The weather having become very tempeſtuous, ſome of the large ſhips, in going down the river, were in great danger. The Royal William and Captain, run aground: but were luckily ſoon got off again without ſuſtaining any damage. On the 10th of October, the Terrible had certainly been wrecked, but for a warrant-officer on board. The ſhip being drove from her anchors by the irreſiſtible rapidity of the tide of ebb at the iſland of Coudre, he propoſed making an anchor ſufficient to hold her; ſuch a one as he remembered to have ſeen, when very young, on board of the Centurion, then commanded by Commodore Anſon. He accordingly faſtened one of the ſhip's quarter-deck guns to two ſmall anchors; by means of which, ſhe brought up, and rode with eaſe. Her large anchors

were

were all of them found to be broke, which was not diſcovered till the cables were hove in.

The Admiral diſpatched the Stirling Caſtle to Liſbon, and hoiſted his flag on board of the Somerſet. On the 18th of October, after ſaluting the garriſon, he ſailed for England in company with the Devonſhire and Vanguard; Brigadier-General Townſhend returning home along with him.

Lord Colvill was left to command the fleet in America, having under him the Northumberland, Alcide, Trident, Pembroke, and Prince of Orange, with ſeveral frigates, on board one of which General Monckton embarked for New York for the recovery of his wounds. Two ſloops of war, viz. the Racehorſe and Porcupine, commanded by Captains Miller and Macartney, were left to winter at Quebec.

As ſoon as the French ſaw that the Britiſh fleet had fallen down the river St Lawrence, they got their ſhipping at Bataſcan ready to follow their example. They fell down the river by degrees, and waited at Cape Rouge for a fair wind to carry them paſt the city of Quebec. By a violent gale, on the 22d of November, three of their veſſels were drove aſhore, and wrecked *. The garriſon having received orders to be very alert, all the guns were loaded, in order to prevent the French ſhips from paſſing the town.

On the 24th of November, the wind came fair: the night was dark, and with the tide of ebb the enemy's ſhips came down. They were not, however, unobſerved by the garriſon, who fired every gun that pointed towards them, beſides throwing a great number of ſhells; but to no purpoſe; the veſſels all eſcaped, except the Elizabeth, who, ſteering rather too near the ſouth ſide of the river, was, by the ſtrength of the tide, forced aſhore and ſtranded near a ſchooner of ours which had been ordered to watch their motions, and which lay at anchor a little lower down the river. This ſchooner mounted only four guns, but kept firing at the ſtranded veſſel; the crew of which, being reſolved not to let their ſhip fall into our hands, laid a train, near to which they placed a lighted match. They then abandoned the veſſel, and took to their boat. With the aid of ſome boats from two others of the

* The Soleil Royal, the Seneſterre, and the Duc de Froſac.

the French ſhips *, they boarded the ſchooner, and carried her.

Early in the morning of the 25th, Captain George Miller of the Racehorſe, his Lieutenant, and upwards of forty volunteer ſailors, went and boarded the Elizabeth. They then found the lighted match, which they preſently extinguiſhed; and Captain Miller, not ſuſpecting that the enemy had laid a train to the magazine, ordered a light to be ſtruck; a ſpark from which unluckily falling on the looſe powder, the veſſel blew up in an inſtant; by which unfortunate accident moſt of this party were killed; and the few that remained alive, among whom were Captain Miller and his Lieutenant, were dreadfully mangled and ſcorched. A Canadian peaſant obſerving the exploſion, in hopes of finding ſome plunder, ventured on board, and found the Captain, his Lieutenant, and two men lying in great agony. This humane Canadian returned to the ſhore for aſſiſtance, and got them (together with ſix more of the unhappy ſufferers whom they afterwards found) conveyed to his houſe, where he had their wounds anointed with bears' greaſe, and adminiſtered to them all the comforts in his power. He then went to Quebec, and made the Governor acquainted with their ſituation, who was, till then, ignorant of what had befallen them. His Excellency highly commended the peaſant for his humanity, entertained him well, and rewarded him with twenty dollars, and a quantity of ſalt proviſions. A proper conveyance was immediately ſent to bring Captain Miller and his companions to the hoſpital of the Urſuline Convent, where every care was taken of them; but, ſo terribly were they ſcorched and bruiſed, that moſt of them died in a few days; and of the whole, only two or three of the private men recovered.

The ſhips of war having been conſtantly employed throughout the whole of the ſummer in attending on this grand expedition, was the reaſon why they made ſo few captures from the enemy. The Trident, took a large Spaniſh ſhip of twenty guns, from Martinico for Bourdeaux, laden with ſugar, coffee, cocoa, indigo, and cotton; and the Succeſs took, in the month of July, in the gulph of St Lawrence, two large Dutch ſhips, from the

* The Machault and Cheſine.

the Iſland of St Euſtatius, laden with beef, pork, and biſcuit, two hundred barrels of gun-powder, and a great quantity of cannon-ſhot, and bomb-ſhells.

Thus ended a moſt ſucceſsful campaign in America. The tide of fortune ſeemed to have turned entirely againſt France. Her great want appears to have been a daring and enterprizing Miniſter, who, if he had not had ſtrength ſufficient to act againſt, or directly oppoſe the force which we brought into this country, might have fallen on expedients to make a diverſion calculated to interrupt our principal operations, and which might have proved the means of protracting the impending fate of the French colonies for ſome time longer. For inſtance, had M. de Bompart, when he found he could not prevent the iſland of Guadaloupe from falling into our hands, ſteered for New York with his ſquadron, he might have made ſuch an impreſſion there, as to have obliged General Amherſt either to come himſelf, or at leaſt to make ſuch a detachment from his army, as would perhaps have diſabled him from acting on the offenſive, for the remainder of the campaign. From New York, M. de Bompart might have gone to Halifax or St John's-Newfoundland, or both. An attack on either of theſe places, would have obliged Admiral Saunders to make ſuch a detachment from his fleet, as might have greatly diminiſhed our force before Quebec, and perhaps, in the end, would have proved the ruin of the enterprize; while, before ſuch detachment could have been able to overtake M. de Bompart, he might have done his buſineſs, and ſailed for Europe.

MEDITERRANEAN.

At the port of Toulon, the enemy were exerting themſelves to the utmoſt, in getting ready for ſea as many ſhips as poſſible. This conſtituted a part of their grand plan of operations, as a great deal depended upon the equipment they were able to make here; and truſting that Mr Pitt had ſo diſperſed the Britiſh navy, to ſecond his extenſive plans in the Weſt Indies and America, that he would not be in a condition to afford Vice-Admiral Broderick a reinforcement of ſufficient ſtrength

to

to prevent them from becoming maſter of the Mediterranean ſea; they therefore hoped to be able, without running the riſk of any material interruption, to form a junction with their grand fleet at Breſt, under Marſhal de Conflans, and thus be enabled to obtain ſo great a naval ſuperiority in the Britiſh channel, as that they might eſcort their armies, and co-operate with them in invading his Majeſty's dominions of Great Britain and Ireland. But in this project they were diſappointed, as well as in all the reſt of their vaſt deſigns. Mr Pitt had the beſt intelligence of what was going forward at Toulon, and ſufficient diſcernment to perceive of what importance it was to the affairs of Great Britain, to prevent the Toulon ſquadron from forming a junction with that at Breſt. He therefore appointed an officer to command his Majeſty's ſhips on this ſtation, in whoſe abilities he could place the greateſt confidence: this was Admiral Boſcawen.

Early in the Spring, a conſiderable number of ſhips had been detached to reinforce Vice-Admiral Broderick, and carryed out orders for him to repair off Toulon as ſoon as poſſible, to watch the enemy's motions there. On the 14th of April, Admiral Boſcawen ſailed from Spithead, with three ſail of the line and ſome frigates, and arrived at Gibraltar the 27th. As ſoon as he had appointed convoys for the trade, and cruizers to annoy the enemy, he ſailed from thence the 3d of May, and, on the 16th, formed a junction with Vice-Admiral Broderick off Cape Sicie, and aſſumed the command. (See Note 143.)

The command of the ſquadron fitting out at Toulon was conferred on M. de la Clue, an officer of conſiderable abilities. Admiral Boſcawen, on his arrival, found the enemy's fleet almoſt ready for ſea. He blocked them up with ſuch care, that not a ſhip could get in or out of that port but with his permiſſion. On the 7th of June, he perceived two French frigates making for Toulon, to which he immediately gave chaſe. Theſe he cut off from the harbour, but could not prevent their taking ſhelter in an adjoining bay, where they were protected by ſome batteries of heavy cannon. The Admiral determined to deſtroy them if poſſible; to effectuate which, he next day ſent in the Culloden, Conqueror, and Jerſey, under the command of Captain Callis. The Captains

conducted

conducted their ſhips into the bay with the greateſt reſolution and good conduct; and, in all probability would have been able to execute their orders; but, ſoon after they entered the bay, it fell a dead calm, and they were for a very conſiderable time expoſed to a moſt ſevere cannonade of heavy cannon, before they could return a ſhot, the enemy having ſtrongly reinforced all their poſts. When the ſhips got properly placed, they returned an exceeding briſk and well directed fire for more than two hours; but the Admiral, perceiving that the frigates were beyond his reach, ordered the three ſhips to retire, and ſent the boats of the ſquadron to tow off the Culloden, who had loſt her main-yard and mizen-top-maſt. She had ſixteen men killed, and twenty-ſix wounded; the Conqueror had two killed and four wounded; the Jerſey, eight killed and fifteen wounded; and all the ſhips were much damaged in their rigging and ſails. The Admiral ſtood out to ſea for ſome days, until the crippled ſhips were completely repaired; when he again returned to his ſtation.

Here he continued, until the water and proviſions of the ſquadron becoming ſcarce, and ſome of them needing repairs, he was neceſſitated to proceed to Gibraltar, about the beginning of July: but preferring the bay of Salo, in Spain, to water at, he put in there with the ſquadron, the 8th of that month. There they were plentifully ſupplied with water, as well as all ſorts of vegetables, and ſuch freſh proviſions as the country afforded, at very reaſonable rates. The fleet having boarded veſſels from Turkey and the Barbary ſhore, had not pratique* granted to it; a circumſtance which the Admiral was not ſorry for, as it prevented drunkenneſs and deſertion; and leſt the ſailors ſhould have been infected with the plague, the Spaniards uſed the precaution to form a line round the watering-place, to prevent them from ſtrolling into the country.

The fleet having completed their water, ſailed from Salo bay the 24th of July, and arrived at Gibraltar the 4th of Auguſt,

* When a fleet or ſhip has not a certificate of health to ſhew, they muſt perform quarantine, if they are to unload. If they make a ſhort ſtay, they are not allowed pratique; that is, they are not allowed any intercourſe with the ſhore, for fear of introducing the plague. The letters they ſend aſhore, are all ſmoaked with ſulphur before they are opened or forwarded; and when they pay for what is furniſhed them, the money is put into a veſſel having vinegar in it.

guſt, where the neceſſary repairs of the ſquadron were immediately ſet about.

But, that the Admiral might have timely notice of the enemy's approach, in caſe they ventured to leave their aſylum, he ordered the Lyme to cruize off Malaga, and the Gibraltar to cruize from Eſtepona to Ceuta-point. This latter, on the 17th of Auguſt, diſcovered the enemy, conſiſting of fifteen ſail (See Note 144.), cloſe in with the Barbary ſhore. Captain M'Cleverty made directly for Gibraltar with all the ſail he could crowd, and arrived off Europa-point about half an hour after ſeven o'clock. He immediately made the ſignal of the enemy's ſtrength and ſituation to the Admiral, who ſent an officer on board, with orders to Captain M'Cleverty to keep a ſharp look-out after the enemy, and to make ſignals accordingly. When this important intelligence arrived, the repairs of the ſquadron were not completed; the Namur, in particular, had not a ſail at her yards: but ſuch was the diſpatch made on this emergency, that the ſquadron was out of the bay a little before ten o'clock that very night. (See Note 143.) It conſiſted of fourteen ſail of the line, with the Shannon and Ætna fireſhips.

On the 18th, at day-break, our fleet, owing to the hurry in which they left Gibraltar-bay the night before, was ſeparated into two diviſions. The Warſpight, Culloden, Swiftſure, Intrepid, America, Portland, and Guernſey, having lain at anchor near the Namur, they puſhed out to ſea along with her, and kept cloſe to the Admiral all night, who ſtood to the weſtward with a preſs of ſail. Vice-Admiral Broderick, with the reſt of the ſquadron, were ſome leagues aſtern. At ſeven o'clock, they got ſight of the enemy's fleet to the weſtward, conſiſting of ſeven ſail, the reſt having ſeparated in the night. The French Admiral made a private ſignal; which not being anſwered, Admiral Boſcawen made the ſignal for a general chaſe at N. W., and, at nine, made another for the ſternmoſt ſhips to make more ſail, which brought the veſſels in our rear faſt up, they having a fine breeze at E., while thoſe of the enemy were becalmed, with ſcarce ſteerage-way. The ſquadron continued to gain on the enemy, who, at one o'clock, hoiſted their colours. At twenty minutes afterwards, the Britiſh fleet did the ſame;

ſame; and, ſoon after, Admiral Boſcawen made the ſignal to engage.

At half paſt one, the enemy began firing at our headmoſt ſhips; and the Admiral, perceiving that it was their intention, as ſoon as the breeze reached them, to endeavour to make off, he was anxious that the headmoſt of our ſhips ſhould puſh on to attack the enemy's van, in order to ſtop their flight until all the ſquadron ſhould get up. He therefore made the ſignal for the America and Guernſey to make more ſail. At half an hour after two, the Culloden began to fire on the Centaur, the enemy's ſternmoſt ſhip; and, ſoon after, the America, Portland, Guernſey, and Warſpight got into action. The wind now died away; but ſtill continued to blow freſh with the diviſion aſtern, which brought them in for a ſhare of the victory. Admiral Boſcawen, in the Namur, began to engage the three ſternmoſt ſhips of the enemy, about four o'clock. The Swiftſure and Intrepid being to windward of him, he hailed the former, and directed Captain Stanhope to endeavour to get up with the enemy's van ſhip, and engage her, which he punctually did. The Intrepid ſhould have engaged M. de la Clue's ſecond ahead. About half an hour after four, the Namur got along-ſide of the Ocean; they had not engaged above half an hour, when the Namur was diſabled, and thrown out of the action; her mizen-maſt * and both topſail-yards being ſhot away, ſhe by this means fell aſtern.

M. de la Clue availed himſelf of the diſaſter which had befallen Admiral Boſcawen's ſhip, and endeavoured to get off with his ſquadron. They immediately ſet all the ſail they could carry, the Centaur excepted, who, having loſt her fore and main-top-maſts, was obliged to ſtrike; ſhe was otherwiſe greatly damaged, being engaged by every ſhip as they came up, beſides the Culloden, who fought her a conſiderable time; and it may be truly ſaid, that ſhe ſtood the brunt of the battle. When the Namur fell aſtern, Admiral Boſcawen ordered out his barge, rowed with all poſſible haſte on board the Newark, and there hoiſted his flag. The action now ceaſing, a purſuit took place, which Admiral Boſcawen continued unremittingly the whole night. There was a fine breeze of

* The men in the mizen-top were all ſaved, being taken in at the ſtern ports when the maſt fell over the ſtern.

wind, accompanied with a little haze; by means of which, two of the enemy's ſhips altered their courſe in the night, and made their eſcape.

At day-light on the 19th, only four ſail of their ſhips were to be ſeen. Ours at this time were not above a league aſtern of them, and not more than five leagues from Lagos in Portugal. There was now very little wind. About nine o'clock, the Ocean ran among the breakers; and the other three ſhips came to an anchor. Admiral Boſcawen ſent the Intrepid and America to deſtroy the Ocean. Captain Pratten having anchored, could not get in; but Captain Kirk performed that ſervice alone. As ſoon as the Ocean took the ground, ſhe carried away all her maſts, which had been much wounded in the action; and Captain Kirk bringing the America very cloſe, fired ſome guns into her; upon which ſhe ſtruck. M. de la Clue, with one leg broke, and the other wounded, having been landed about half an hour before; Captain Kirk ſent ſome officers and men to take poſſeſſion of the ſhip, and found M. le Comte de Carne, her Captain, and ſome officers and men, ſtill on board. Theſe were taken out; and, finding it impoſſible to bring off the ſhip, ſhe was ſet on fire. Captain Bentley of the Warſpight was ordered againſt the Temeraire of ſeventy-four guns, and brought her off very little damaged. Vice-Admiral Broderick, and his diviſion, went againſt the other two ſhips, and brought off the Modeſte of ſixty-four guns, after an action of near half an hour. The Redoubtable of ſeventy-four guns, being bulged, and her officers and men having left her, they ſet her on fire. In this action, the enemy had a great number of men killed and wounded. On board the Centaur alone, the Captain and two hundred men were killed. The loſs the Britiſh ſuſtained, amounted only to fifty-ſix killed, and one hundred and ninety-ſix wounded, (See Note 143.) Among the former was Mr Caſwell, a Midſhipman of the Namur; and among the latter was Lieutenant Paſcall, of the ſame ſhip.

The unfortunate M. de la Clue died of his wounds at Lagos. He wrote an account of the action to the French Ambaſſador at Liſbon (See Note 145.), in which he complains bitterly of the cowardice of ſome of his Captains, who deſerted him on the night of the 17th; and of the inattention of others to his ſignals. Many were of opinion, that had the French ſquadron kept

kept together in a well-formed line, their loſs might not have proved ſo conſiderable as it did; at leaſt the victory would not have been ſo eaſily gained as it was: in all probability it would have been very bloody, conſidering that Admiral Boſcawen's fleet was but two ſail of the line ſuperior to M. de la Clue's.

The Britiſh, as well as the French Admiral, was not quite well pleaſed with the behaviour of all his Captains; ſome of whom, he thought, did not make ſail enough to get up with the van of the enemy's fleet, which the Admiral wiſhed they ſhould attack, in order to retard their flight until the reſt of the ſquadron ſhould be able to join in the action. Others, through miſmanagement, he thought, had allowed their ſhips to fall to leeward, after they had engaged the enemy ſome time, and therefore could not properly get into action again. But great allowance ought to be made for this; for juſt as the Britiſh ſhips came up with the enemy's rear, the wind died away. They attacked the enemy on the lee ſide, in order that they might be able to open their lower ports, ſome of the ſhips carrying them very low. Another reaſon why ſome of the Britiſh ſhips fell ſo much to leeward, was, that the French Admiral, on perceiving Admiral Boſcawen in the Namur, and ſome ſhips along with him, preſſing forward to attack his van and centre, made his fleet luff up as much as they poſſibly could, ſo as to form a ſort of creſcent; by which poſition, the whole of his ſhips in their van and centre were enabled by their fire not only to aſſiſt the rear, but each other, in their endeavours to repel the attack which they looked for every moment from the Britiſh Admiral. By this manœuvre of M. de la Clue's, ſuch of our ſhips as firſt got up with the enemy's rear, and to leeward of their line, were thrown out of action; while, for want of a ſufficient breeze of wind, they could not get into it again. The Portland, having loſt her fore top-maſt, dropped aſtern. The Intrepid was to windward of the Namur; ſhe did not bear down cloſe enough, but kept aloof, and fired at the enemy acroſs our other ſhips.

In this action Admiral Boſcawen diſplayed the greateſt courage and conduct, and, as far as lay in his power, exerted himſelf to take every ſhip of the enemy. The day after the battle, he was heard ſay, "It is well, but it might have been a great

"deal

"deal better." The Admiral re-hoiſted his flag on board of the Namur; and diſpatched Captain Buckle, in the Gibraltar, to England, with letters, containing an account of his ſucceſs. His Majeſty gave Captain Buckle a moſt gracious reception, and was pleaſed to order him a preſent of 500 l. to buy a ſword.

As ſoon as the ſquadron had repaired their damages, Admiral Boſcawen, agreeable to his inſtructions, ſailed for England with the Namur, Warſpight, Swiftſure, Intrepid, America, and Portland, and the Salamander and Ætna fireſhips, together with the Temeraire and Modeſte prizes; which were ſoon after followed by the Edgar, Princeſs Louiſa, and Centaur prize.

The command of the ſquadron once more devolved on Vice-Admiral Broderick, who, in conformity with his orders, repaired off the port of Cadiz, to block up part of M. de la Clue's fleet, which had taken ſhelter there.

His Majeſty was highly pleaſed with the conduct of Admiral Boſcawen, who was received by him, on his return, with great tokens of regard. The Admiral was, ſoon after, ſworn a Member of the Moſt Honourable Privy Council, and appointed General of the Marine Forces, with a ſalary of 2000 l. a year. Captain Bentley of the Warſpight, and Captain Stanhope of the Swiftſure, were knighted. The three prizes were purchaſed by Government, and added to the Royal Navy by the ſame names.

Vice-Admiral Broderick with his ſquadron (See Note 146.) blocked up the French ſhips in Cadiz with the greateſt care. But on the 9th of November, he was overtaken by a terrible ſtorm, in which the ſquadron was in the greateſt danger of being wrecked, the Newark and Culloden were obliged to cut away all their maſts, and run into Cadiz. The Admiral's ſhip received ſo much damage, that it was found neceſſary to ſend her to Gibraltar to refit. He then hoiſted his flag on board the Conqueror; and, with the remainder of his fleet, continued to cruize before that port. The enemy, although now ſuperior in point of ſtrength, would not come out and venture a battle. Their ſituation at Cadiz was far from being agreeable, the Spaniards making them the ſubjects

of

of ſevere paſquinades *. They were at laſt relieved from their ſufferings by another great ſtorm, which forced the Vice-Admiral from his ſtation, and compelled him, much againſt his inclination, to return to Gibraltar. Finding the coaſt clear, they ventured out, and got ſafe back to Toulon.

The Vice-Admiral, during his cruize off Cadiz, took two French ſhips of great value from the Weſt Indies; and the other cruizing veſſels on this ſtation had likewiſe conſiderable ſucceſs. On the 14th of April, the Thetis, and Favourite ſloop, took a French ſhip from Martinico, valued at 7000 l.; and the day following, they gave chaſe to two ſail. The Favourite did not get up with the one ſhe chaſed till ſix o'clock the next morning: nor would ſhe have been able to reach her, but that it fortunately fell calm; ſo that the Favourite, with the help of her oars, got cloſe along-ſide the enemy; when a moſt deſperate engagement commenced, which laſted two hours and a half. The veſſel ſurrendered, and proved to be the Valeur, from St Domingo, with a very valuable cargo on board. Her force was greatly ſuperior to the Favourite, ſhe having twenty nine-pounders, and four twelve-pounders, and one hundred and ten men; whereas the ſloop had only ſixteen ſix-pounders, and four three-pounders, and the ſame number of men. The enemy expected the Favourite would attack them on the larboard ſide, and made preparations accordingly: this being perceived by Captain Edwards, he attacked them on the ſtarboard ſide, which threw them into ſuch confuſion, that they never recovered from it during the action. Too much praiſe could not be given to Captain Timothy Edwards for his bravery on this occaſion; and ſo ſenſible was Admiral Boſcawen of his great merit, that when the Valeur was purchaſed by Government, made a poſt ſhip, and put in commiſſion, he beſtowed on him the command of her. In the action, the Valeur had thirteen men killed, and nine wounded. Her cargo conſiſted of ſugar, coffee, and indigo. The Favourite had only ſeven men wounded; but ſuffered much in her hull, maſts, yards, and rigging.

On

* One of theſe was an advertiſement, fixed on the moſt public ſpot in the market-place, and on the dock-gates——"To be ſold, eight French ſhips of war. "For further particulars, enquire of Vice-Admiral Broderick."

On the 16th of May, the Glaſgow, commanded by Captain Wilkinſon, fell in with L'Oiſeau, a French frigate of twenty-ſix guns, and engaged her very ſmartly for ſome time: but the enemy directing their fire chiefly at the Glaſgow's rigging, which they damaged very much, they ſet all the ſail they could crowd, and by that means eſcaped into Port St Pierre, in the iſland of Sardinia, after loſing a great many men in the action. The Glaſgow had one man killed, and ten wounded.

The Tartar's Prize, Captain Baillie, in the month of April, after an obſtinate engagement, took a large French ſhip of thirty-ſix guns, and carried her into Cagliara. She afterwards, on her voyage back to Gibraltar, having ſome ſhips under convoy, unfortunately ſtarted a plank; and, notwithſtanding every effort, ſhe ſunk. The Captain and crew were ſaved.

TRANSACTIONS AT AND NEAR HOME.

Owing to the mighty and continued threats of the enemy, their ports and coaſts were ſo well watched, that they did not carry on their immenſe preparations unperceived. During the winter and ſpring months, many cruizing ſhips were ſent to keep a ſharp look-out, off all their principal ſea-ports. They were fortunate enough to pick up a great number of neutral veſſels, which were intended to ſupply them with all ſorts of naval and military ſtores. The French aſſerted at every court in Europe, that, from the powerful ſquadrons which England had ſent to different parts of the world, ſhe would not be able to have a fleet in the channel this year equal to what they had at Breſt. Greatly, however, were the French Miniſtry aſtoniſhed, when they learned, that Sir Edward Hawke, with a fleet of twenty-five ſail of the line and many frigates, (See Note 147.), had taken his ſtation off that port the beginning of June. While the Admiral kept cruizing at ſome leagues diſtance with his fleet, he detached the Honourable Captain Hervey in the Monmouth, and ſome ſmaller ſhips of war, to anchor cloſe to the harbour's mouth; ſo that, while he could obſerve all their motions within, he intercepted every veſſel which

which endeavoured to enter it. As the French deſigned to make their principal embarkation of troops at Vannes in Lower Britanny, they had aſſembled a great number of tranſport veſſels in the Morbian; but, to prevent them from ſtirring, Sir Edward Hawke detached Captain Reynolds in the Firm, having under his command three ſhips of fifty guns, ſeven frigates and a fire-ſhip, with orders to watch their motions. This blockade continued all the ſummer; and, when the Firm grew ſo foul as to render it neceſſary for her to go to England to refit, Captain Duff, of the Rocheſter, relieved Captain Reynolds. (See Note 148.)

The Achilles, Captain Barrington, for ſome time compoſed a part of this little ſquadron, and was very active on this ſtation. In the month of September, ſome French veſſels making for the Morbian, were chaſed into a bay near the entrance of that harbour. It being reſolved to attempt to cut them out or deſtroy them, a pilot undertook to conduct in the ſhips: but not having a ſufficient knowledge of the coaſt, the Achilles, which was the leading ſhip on this ſervice, in going into the bay, ran on a ſunken rock with great force, and made ſo much water that it was imagined they could not prevent her from ſinking. By ſuperior ſkill and good ſeamanſhip, however, ſhe was conducted to Plymouth. Admiral Hawke ordered two frigates to keep cloſe by her, to be ready to ſave the crew, and to afford all the aſſiſtance in their power. When the Achilles got into the Sound, ſhe hoiſted the ſignal of diſtreſs, whereupon a number of boats full of men were immediately ſent off to her; and, by the time ſhe got up the Hamoaze, was completely unrigged, and her guns taken out. Still all the pumps were obliged to be kept at work, as they had more difficulty to keep the ſhip up than ever; at laſt after much labour ſhe was got into dock. When left dry, a large hole was found in her bottom; which, it was ſuppoſed, had been occaſioned by a piece of rock that had ſtuck in it, but which had fallen out when ſhe was unrigging. This accident deprived Captain Barrington of a ſhare of the laurels gained on the 20th of November.

As Havre de Grace was the port from whence the enemy planned a ſecond embarkation of troops; and as the diſtance from England was but ſhort, they deſigned to tranſport their

armament in flat-bottomed boats of a particular conſtruction, and which they called Prames *. They had formed at that place large magazines of materials for building a great number of theſe veſſels; a work they had been employed in for ſeveral months. A great many of theſe prames were already built; many more on the ſtocks; and, in ſhort, they were making ſuch advances in this ſcheme, as excited the attention of our Miniſtry, who determined to ſend a ſquadron, attended by a fleet of bomb-ketches, to endeavour to deſtroy theſe veſſels and magazines by means of a bombardment. The place having been well reconnoitred by engineers, they gave it as their opinion, that the thing was practicable. Accordingly, Rear-Admiral Rodney was ſent with a ſquadron on this ſervice (See Note 149.); and, in a letter to the Secretary of the Admiralty, he gave the following account of his ſucceſs:

"*Achilles, off Havre de Grace, July 6th* 1759.

"SIR,

"His Majeſty's ſhips and bombs under my command, ſailed from St Helen's in the morning of the 2d inſtant, and "with a favourable wind and moderate weather, anchored the "day following in the great road of Havre; where, having "made the diſpoſitions to put their Lordſhips orders in execution, the bombs proceeded to place themſelves in the narrow channel of the river leading to Honfleur, it being the "moſt proper and only place to do execution from. About "ſeven in the evening, two of the bombs were ſtationed, as "were all the reſt early next morning, and continued to bombard for fifty-two hours, without intermiſſion, with ſuch "ſucceſs, that the town was ſeveral times in flames, and their "magazines of ſtores for the flat-bottomed boats, burnt with "great fury for upwards of ſix hours, notwithſtanding the "continual efforts of ſeveral hundred men to extinguiſh it. "Many of the boats were overturned and damaged by the exploſion of the ſhells. During the attack, the enemy's troops "appeared

* Theſe prames or flat-bottomed boats, are about one hundred feet long, twenty-four broad, and ten deep; have a deck, and carry two pieces of cannon; have one maſt, and are conſtructed to uſe their ſails or oars as occaſion may require. Some will carry three hundred men with their baggage; others fifty cavalry complete.

"appeared very numerous, were continually erecting new "batteries, and throwing up intrenchments. Their conſter- "nation was ſo great, that all the inhabitants forſook the "town.

"Notwithſtanding this ſmart bombardment, I have the "pleaſure to acquaint you, that the damage done us by the "enemy, has been very inconſiderable, though numbers of "their ſhot and ſhells fell, and burſt among the bombs and "boats. I am," &c.

On this occaſion, nineteen hundred ſhells were thrown, and one thouſand one hundred and fifty carcaſſes. The mortars, from the long and quick firing, were rendered quite unſerviceable. The enemy's loſs was very conſiderable, many of their flat-boats being burnt, and others ſo greatly damaged, that it would require a length of time to have them properly repaired. Although ſeveral of their principal magazines were conſumed; yet the enemy boaſted that they would ſoon be able to put their veſſels in as good a condition as before the bombardment, and did not relinquiſh their ſcheme of invading Great Britain. Rear-Admiral Rodney, with a ſquadron of frigates, kept watching their motions here the remainder of this year, making many prizes of neutral ſhips going to Havre de Grace with naval and military ſtores.

Sir Edward Hawke continued with unremitting activity to cruize off Breſt, and occaſionally detached ſmall ſquadrons to ſcour the enemy's coaſts; ſo that they were forced to keep all the war ſhips in their harbours; and of the merchant ſhips which ventured out, moſt of them fell into our hands. The Admiral detached Captain Keppel with a ſmall ſquadron to Baſque road, to attack any ſhips the enemy might have there, or at the Iſle of Aix; but not finding any, he rejoined the fleet. His Royal Highneſs Prince Edward, ſerved part of the ſummer as a Midſhipman on board the Magnanime; but, being appointed Captain of the Phœnix, he returned to England to join his ſhip. Captain Hervey ſtill kept his ſtation cloſe to the mouth of the harbour of Breſt in ſight of the French fleet, which he frequently inſulted by taking ſome veſſel in their view. Having, on the 1ſt of July, cut out ſome neutral veſſels in Cameret-bay, which were

laden with naval ſtores, M. de Conflans determined to drive him from his poſt. Accordingly, on the following day, the enemy ſent out four ſhips of the line to attack him; the French fleet, at the ſame time, appearing ready to ſecond the attack in caſe of need. Captain Hervey's force ſeldom exceeded two ſhips of the line, with a few frigates and ſloops. Notwithſtanding the enemy's ſuperiority, he diſdained to fly; but, with the moſt undaunted courage, ſlipped his cable, and went to meet them half way; on which they tacked about, and made off. He purſued, and came ſo near their ſternmoſt ſhip, as to be able to bring on a ſhort action; but having only a little way to go before ſhe was under the protection of numberleſs batteries of heavy cannon, the Captain was obliged to deſiſt from the purſuit, and return to his old ſtation. The cannonade brought Sir Edward Hawke and his fleet to Captain Hervey's aſſiſtance; which circumſtance induced M. de Conflans to furl his top-ſails, and re-moor his ſquadron. It was afterwards learned, that had the four ſhips ſucceeded either in taking Captain Hervey, or in driving him from his ſtation, they were then to have ſailed to the Morbian, and to have attacked our little ſquadron there, which they made certain of cruſhing; after which, they were to have eſcorted the French army, which was ready to embark on board the tranſports, to their deſtination. Soon after this exploit, Captain Hervey, with the boats of his little ſquadron, aſſiſted by the Pallas frigate, cut out four Swediſh ſhips from under a ſtrong battery, at the entrance of Breſt harbour. Theſe veſſels were laden with naval ſtores for the French fleet.

On the 15th of September, he landed his marines and a few ſeamen on the little iſland of Molines, and laid the inhabitants under contribution of a few cattle, ſome other freſh ſtock, and ſome vegetables. The prieſt of the place made ſtrong repreſentations in behalf of his pariſhioners, who, he aſſured Captain Hervey, were wretchedly poor; and begged of him to deſiſt from his demand. Captain Hervey replied to him, "That he was very ſorry to diſtreſs the poor inhabi-"tants: But, what he now did was to ſhow the enemy, and "all Europe, that the French could not protect their people "in their own ſight, much leſs dare the invaſion of England."

On

On the 28th of September, Captain Hervey went in his own barge, attended by four others, into a ſmall bay near the entrance of Breſt harbour, where he boarded and cut out Le Mercure, a tender belonging to M. de Conflans, of four guns. In towing her off, they were expoſed to very great danger, being fired at from a number of batteries, both of cannon and mortars, beſides muſketry from a numerous body of troops drawn up along ſhore. The Captain, to reward the brave fellows who accompanied him on this ſervice, generouſly gave up his ſhare of the prize and head-money to them. The Monmouth now becoming very foul and leaky, Captain Hervey was reluctantly obliged to quit his ſtation, where he had acquired great applauſe for his vigilance and bravery, and returned to England; by which he was deprived of his ſhare of the laurels which the fleet earned on the 20th of November.

The tempeſtuous ſeaſon now coming on, the French, [illegible]r from being deterred from proſecuting their ſcheme of [illegible] vaſion, hoped to be the better able to carry it into execution; well knowing, that it was not always poſſible for our fleet at ſuch a time to keep the ſea. They intended, therefore, the moment the coaſt was clear, to come out; in hopes of being able to carry their point before the Britiſh fleet could come up with them to diſconcert their project.

A violent gale of wind forced Sir Edward Hawke from his ſtation into Torbay, on the 9th of November. This gale ſaved M. de Bompart and his ſquadron, who muſt otherwiſe have fallen in with the Britiſh fleet. Contrary to his expectations, he arrived ſafe in Breſt. His fleet was immediately ſtripped of its men, which proved a timely recruit to that of M. de Conflans. The Ramillies, the ſhip in which Sir Edward Hawke had his flag all the ſummer, was now ſo foul and leaky, that ſhe was obliged to return to port to refit: he therefore hoiſted his flag on board of the Royal George.

The ſafe arrival of M. de Bompart, convinced M. de Conflans that the Britiſh fleet had been forced from their ſtation: he therefore ventured to leave his aſylum on the 14th. Sir Edward Hawke the ſame day put to ſea from Torbay; and, on the 15th, was informed by Captain M'Cleverty of the Gibraltar,

Gibraltar *, that the Breſt fleet were ſailed, and that they had been ſeen twenty-four leagues N. W. of the iſland of Belleiſle, ſteering S. E. This news was received with great joy, and every ſhip prepared for action. Sir Edward Hawke made for Quiberon-bay with a preſs of ſail, rightly judging that M. de Conflans would ſteer for that place in order to liberate their fleet of tranſports which Commodore Duff kept cloſely blocked up in the Morbian. But in this deſign he was frequently thwarted by contrary winds which drove him conſiderably to the weſtward. This was an inexpreſſible mortification to men panting for action, who had long blocked up the French ſquadron, and had reaſon to be apprehenſive, now that they had ventured out, that they might eſcape them at ſea, or perhaps gain ſome other port, when the toil of watching them would be renewed.

On the 19th, the wind at laſt became fair; when Sir Edward Hawke ordered the Maidſtone and Coventry frigates ahead of the fleet, the one on the ſtarboard, and the other on the larboard bow. Early in the morning of the 20th, he ordered the Magnanime ahead to make the land. About half an hour after eight, the Maidſtone made the ſignal for ſeeing a fleet; and, ſoon thereafter, the Magnanime made the ſignal that they were enemies. Sir Edward Hawke immediately made the ſignal for a line-of-battle abreaſt, in order to draw the ſhips that were aſtern up with him; and ſoon afterwards, he made the ſignal for the ſeven ſhips neareſt the enemy to chaſe, draw into a line-of-battle ahead, and to endeavour to ſtop them until the reſt of the ſquadron could get up, hoping by this means to bring on a general engagement. When the Maidſtone firſt got ſight of the enemy's fleet, they were in chaſe of Commodore Duff's ſquadron, which they would ſoon have overpowered.

On their diſcovering Sir Edward Hawke's fleet, they fell into great confuſion, but ſeemed at laſt to come to a determination to fight. They recalled their ſhips that were in chaſe of Commodore Duff's ſquadron, and endeavoured to form a line. Every one thought that from the equality of the two ſquadrons, the battle would be long and bloody; yet in all the Britiſh fleet, there was not

* It is not a little remarkable, that the ſame Captain, in the ſame ſhip, ſhould in the ſame year diſcover two ſtrong fleets of the enemy, and that by his means both of them ſhould have been defeated, viz. M. de la Clue in the Mediterranean, and M. de Conflans.

ot a ſailor but reckoned on victory. The diſpoſition of the ene-y was of great ſervice to us, as, while they were forming their ne, our ſhips approached them faſt. When nearly up with em, M. de Conflans ſeemed to have changed his plan of perations; and inſtead of waiting to engage the Britiſh fleet, e made off. They were then near their own coaſt, with the angers of which they were well acquainted, and at the ſame ime knew how to avoid them. Perhaps M. de Conflans ima-ined, that getting our fleet to follow his among the rocks and hoals with which the ſhore abounds, and of which we were n a great meaſure ignorant, was the beſt and ſureſt expedient he could fall upon to defeat it, eſpecially as the weather was tempeſtuous, and the day almoſt at the ſhorteſt. The enemy endeavoured to keep their fleet together, and ſteered right before the wind for the ſhore, which was not more than four leagues to leeward.

At two o'clock, they began to fire at our headmoſt ſhips; and about half an hour afterwards, the Warſpight and Dorſet-ſhire being cloſe up with the enemy's rear, Sir Edward Hawke made the ſignal for engaging. Soon after, the Revenge, Mag-nanime, Torbay, Montagu, Reſolution, Swiftſure, and De-fiance, came into action. The battle now raged with great fury. The Formidable, in which was M. du Verger, the French Rear-Admiral, was attacked by the Reſolution, when, after ſuſtaining a ſevere cannonade from her, and a broadſide or two from every Britiſh ſhip as they paſſed, the Formidable ſtruck about four o'clock. Captain Speke ſent his boats, and took poſſeſſion of her. The loſs of men on board the Formidable was dreadful; M. du Verger, and upwards of two hundred men, being killed. Meanwhile, the Admiral, Vice-Admiral, and all the ſhips in the rear, uſed every means in their power to get into action. The Theſée ſuſ-tained a warm action with the Magnanime; but the lat-ter being diſabled, by one of our ſhips running foul of her, ſhe fell aſtern. The Theſée was then attacked by the Torbay, Captain Keppel, the former of which ſoon after went to the bottom. This melancholy accident happened through a piece of falſe pride of her Captain, who had ordered his lower tier of guns to be run out when he firſt engaged with the Magnanime; and ſoon after he began to engage the Torbay, a heavy ſquall of wind came

came on. Having omitted to order his lower ports to be ſhut, and the pilot informing him, that the veſſel was by this means ſhipping a great deal of water; he was piqued at being taught his duty, perſiſted in keeping the ports open, and, ſoon after, the Theſée ſunk. Of a crew which conſiſted of eight hundred men, only twenty were ſaved; theſe were picked up the next morning by our people from the topmaſts of the wreck, which appeared above water. Before this accident, her Captain, M. de Kerſaint, was eſteemed a good officer. Owing to the ſame cauſe, the Torbay was in the greateſt danger of a ſimilar fate; when Captain Keppel, by ſuperior ſeamanſhip, and ordering the lower ports to be ſhut, ſaved the ſhip; but a great deal of the Torbay's powder was ſpoiled, which obliged Captain Keppel to order his men, when they were going to engage the Theſée, not to throw away a ſhot. Soon after this, the enemy's ſhip the Superb went to the bottom, ſuppoſed to have periſhed from the ſame cauſe which proved fatal to the Theſée.

Sir Edward Hawke was extremely anxious to get along-ſide of the Soleil-Royal, on board of which was M. de Conflans; but the French Admiral, not reliſhing ſuch a potent antagoniſt, kept going off, leaving the rear of his fleet engaged. Lord Howe, in the Magnanime, ſoon got cloſely engaged with the unfortunate Theſée; when the Warſpight, eagerly puſhing on, in order to ſtop the enemy's van from getting off, ran foul of his ſhip. The Magnanime and Warſpight were ſoon ſeparated, without ſuſtaining much damage from each other. His Lordſhip then renewed his attack of the Theſée, when being again run foul of by the Montagu, the fore-yard of his ſhip was carried away. The enemy's ſhip made off; and, before the two veſſels could get clear of each other, ſhe was out of reach, to the great grief of Lord Howe, who was heard to exclaim, that by this unlucky diſaſter, they would loſe their ſhare of the glory of the day. But obſerving the French Heros to leeward, and ſomewhat diſabled, he bore down ſo cloſe upon her, that, in ranging along-ſide, he carried away the fluke of one of his anchors. He attacked this ſhip with the greateſt bravery, and ſoon compelled her to ſtrike. She came to an anchor; but it blowing very hard, no boat could be ſent on board of her; and her Captain run the ſhip aſhore in the night, and landed

his

his men. Our ſhips had now got well up with the enemy's fleet. The Royal George was in the centre, firing at every French ſhip within reach. The Vice-Admiral, Mars, Hero, &c. were all puſhing hard to come in for a ſhare of the glory of the day. A little before night, the enemy's fleet divided; and M. de Beaufremont, the French Vice-Admiral *, with the Tonnant, Orient, Intrepide, Magnifique, Dauphin Royal, Juſte †, Dragon, Brilliant, and Bizarre, went off to the ſouthward, within the Four-bank, ſuppoſed with a deſign to draw our ſhips after them, in order to lead them on the bank. Sir Edward Hawke judged rightly in not purſuing them. The day light was almoſt gone; and being on an enemy's coaſt, of which he was in a great meaſure ignorant, ſurrounded with iſlands, rocks, and ſhoals, no pilots on board that would take charge of the ſhips, and, in addition to theſe, a lee ſhore, and ſtormy weather, he made the ſignal for the fleet to come to an anchor. Darkneſs alone ſaved the remainder of the enemy's fleet, and put an end to the action. A few hours more day-light, and probably they would all have been taken or deſtroyed.

From a very groſs defect or impropriety in the night-ſignals at preſent in uſe, and which are eſtabliſhed by the authority of the Admiralty, the very ſalutary meaſure adopted by Sir Edward Hawke, of bringing the fleet to an anchor at the time he did, might have been attended with the moſt fatal conſequences, and might have proved the deſtruction of the victorious fleet of Britain. By theſe inſtructions, the ſignal to anchor by night is, two guns fired from the Admiral's ſhip, without lights, or other means being uſed by which they can be diſtinguiſhed from any other guns firing at the ſame time. It is very obvious, therefore, that towards the concluſion of a battle, only terminated by the want of light, there muſt be firing on all ſides; and that conſequently, two guns fired from the Admiral's ſhip, could not, in ſuch a ſituation, be diſtinguiſhed as a ſignal. The obedience to ſuch a confuſed order was ſuch as might have been expected: only a few of the ſhips which were near the Admiral, knew any thing of his having anchored; the others either ſtood out to ſea, or anchored on different places of the coaſt, as they were urged to that meaſure by neceſſity.

* This is taken from the journal of an officer of knowledge and experience.

† She was wrecked the next day at the mouth of the river Loire.

ceſſity. From this divided ſtate of the Britiſh fleet, it is evident, that had the French ſhips kept in a collected body, which they ought to have done, by following the route of M. de Beaufremont within the Four-bank, they might have attacked the few ſhips which remained at anchor near Admiral Hawke, in the morning of the 21ſt, with ſuch ſuperior force as muſt have given them a deciſive and complete victory.

Theſe facts ſuggeſt ſome very ſerious and important reflections on the ſubject of ſignals; as, in this inſtance, they appear to be of ſo much conſequence, that by a defect in them alone, Britain might have been expoſed to an invaſion, and France left miſtreſs of the ſea, notwithſtanding the efforts of a ſkilful and gallant commander, ſeconded by the exertions of the moſt active and intrepid ſeamen embarked in a ſuperior fleet. It perhaps may be matter of ſurprize to ſome of the inhabitants of this iſland to be informed, that the ſame ſignals are ſtill in force, and continue to direct the evolutions of the Britiſh fleet *; and that they were formed during the laſt century. It may alſo appear ſtrange, that among all the various improvements which have pervaded naval affairs ſince that time, no Lord High Admiral, or Board of Admiralty, have ever beſtowed ſufficient time in conſidering of a proper change in this part of the ſea-ſervice. If it proceeds from want of ſufficient power in the Admiralty to make the alterations ſo much wanted, no time ought to be loſt in applying to Parliament to inveſt them with the neceſſary authority, ſo as to have the naval inſtructions thoroughly examined, and a new code drawn up containing the neceſſary alterations; which code ſhould be inſpected and approved of by a Court of Inquiry, conſiſting of the beſt informed naval officers. To ſome, this may appear trifling; but the firſt naval characters in the kingdom know it to be a matter of ſuch moment to Britain, that on it the ſafety of her fleets, by night as well as day, and the proper management of them in time of battle or other danger, in a great meaſure depends.

The ſtrong contrary winds which had baffled the Britiſh fleet when in purſuit of the enemy, likewiſe retarded the progreſs of M. de Conflans, and proved the means of ſaving the little ſquadron under the command of Commodore Duff, who firſt

* 1790.

firſt received the intelligence of the Breſt fleet having put to ſea, from Captain Nightingale of the Vengeance, on the morning of the 20th, and who luckily reached Quiberon before the enemy appeared. On entering the bay, he fired his guns as faſt as poſſible. The Commodore knew the meaning of the firing; and immediately made the ſignal for his ſquadron to cut their cables. In a few minutes they were under way. He attempted to get out to ſea by the north end of Belle-iſle; but, the wind ſhifting, the Belliqueux was the only ſhip of the ſquadron that could make off by that paſſage. He then tried to eſcape by the ſouth end of the iſland; in doing of which, he was obſerved by M. de Conflans, who immediately made the ſignal to chaſe. The Chatham, ſailing very badly, was almoſt within gun-ſhot of a French ſhip of ſeventy-four guns, when the man on the main-top-gallant-yard of the Rocheſter, called out that he ſaw a ſail; and, preſently after, that he ſaw a fleet *. They were ſoon diſcovered to be friends, on which Commodore Duff made the ſignal for his ſquadron to tack and chaſe the enemy. This unexpected manœuvre at firſt aſtoniſhed the French; but preſently diſcovering the cauſe, M. de Conflans recalled his chaſing ſhips, which were now chaſed in turn by Commodore Duff's ſquadron, who, in the courſe of the day, joined Sir Edward Hawke, and was very active in contributing to the enemy's defeat. The night of the 20th proved extremely dark and boiſterous, and during it, many guns of diſtreſs were heard; but, whether fired by frends or foes, the roughneſs of the ſea prevented any aſſiſtance being ſent them by boats. In the morning of the 21ſt, the ſcene which preſented itſelf was terrible. The Reſolution was aſhore and wrecked; alſo the French Heros † on the Four-bank. The Soleil Royal having, during the night, come to an anchor in the midſt of our fleet, as ſoon as day-light en-

* When the fleet were diſcovered to be friends, the joy on board the Rocheſter was ſo great, that they gave three cheers; and ſcarce a man but threw his hat overboard, as a ſort of defiance to the enemy. The other ſhips of this little fleet followed the example ſet them by the Commodore's ſhip.

† This ſhip had ſubmitted to the Magnanime, and come to an anchor; but in the night, her Captain run her aground, and with her crew eſcaped on ſhore. They were demanded as priſoners of war by Sir Edward Hawke. This brought on a curious correſpondence between Sir Edward and the Duc d'Aiguillon, the Governor of Britanny. (See Note 152)

abled her to ſee her ſituation, ſhe ſlipped her cable, and endeavoured to make off, but got aſhore near to the town of Croiſic, where ſhe was loſt. As ſoon as ſhe was obſerved to be in motion, Sir Edward Hawke made the ſignal for the Eſſex to ſlip and purſue her, which was immediately obeyed; but, in the purſuit, ſhe unfortunately got on the Four-bank, and was wrecked. When the French Vice-Admiral went off to the ſouthward with a part of their fleet, the Glorieux, Robuſte, Northumberland, Inflexible, Eveillé, Sphinx, Solitaire, Veſtale, Aigrette, Calipſe, and Le Prince Noir, ſtood to the northward, and retired to the mouth of the river Vilaine, (See Note 150.); where, by taking out the guns, ſtores, &c. and lightening the ſhips as much as poſſible, they, on the 21ſt, by taking advantage of the flood-tide and the wind under the land, got into that river, from whence ſeveral of them could never be brought out again. For this piece of ſervice, M. Villars de la Broſſe, the commanding officer of this ſquadron was diſgraced, and baniſhed to the caſtle of Saumar. On the 22d, Sir Edward Hawke ordered the Soleil Royal and Heros to be ſet on fire.

Thus was this mighty and much boaſted armament defeated and diſperſed; in doing of which, our loſs was inconſiderable. The number of men killed in the action, did not exceed fifty; and the wounded, about two hundred and fifty. The only officer killed, was Lieutenant Price of the Magnanime; and the only one wounded, was Captain Baird of the Defiance, who had a finger ſhot off. The letter wrote by Sir Edward Hawke on this occaſion to the Secretary of the Admiralty, gives ſo juſt and modeſt an account of this glorious engagement, and the reaſons which induced him to run ſuch prodigious riſks in order to deſtroy ſo great a force of the enemy, that it would be unpardonable, not to give that letter at full length as it appeared in the London Gazette. (See Note 150.)

"*Royal George, off Penris Point, November 24th* 1759.

"SIR,

"In my letter of the 17th by expreſs, I deſired you to ac-
"quaint their Lordſhips with my having received intelligence
"of eighteen ſail of the line and three frigates of the Breſt
"ſquadron

"ſquadron being diſcovered about twenty four leagues to N. "W. of Belleiſle ſteering to the eaſtward; all the priſoners, "however, agree, that on the day we chaſed them, their ſqua- "dron conſiſted of four ſhips of eighty, ſix of ſeventy-four, "three of ſeventy, eight of ſixty-four, one frigate of thirty- "ſix, one of thirty-four, and one of ſixteen guns, with a ſmall "veſſel to look out. (See Note 150.) They ſailed from Breſt "the 14th inſtant, the ſame day I ſailed from Torbay. Con- "cluding that their firſt rendezvous would be Quiberon, the "inſtant I received the intelligence, I directed my courſe thi- "ther with a preſt ſail. At firſt, the wind blowing hard at "S. by E. and S., drove us conſiderably to the weſtward. "But, on the 18th and 19th, though variable, it proved more "favourable. In the mean time, having been joined by the "Maidſtone and Coventry frigates, I directed their comman- "ders to keep ahead of the ſquadron, one on the ſtarboard, "the other on the larboard-bow. At half paſt eight o'clock "in the morning of the 20th, Belleiſle by our reckoning bear- "ing E. by N. a quarter N., the Maidſtone made the ſignal "for ſeeing a fleet. I immediately ſpread abroad the ſignal "for a line abreaſt, in order to draw all the ſhips of the ſqua- "dron up with me; I had before ſent the Magnanime ahead "to make the land. At three quarters paſt nine, ſhe made "the ſignal for an enemy. Obſerving, on my diſcovering "them, that they made off, I threw out the ſignal for the "ſeven ſhips neareſt them to chaſe, and draw into a line of "battle ahead of me, and endeavour to ſtop them till the reſt "of the ſquadron ſhould come up, who were alſo to form as "they chaſed, that no time might be loſt in the purſuit. "That morning they were in chaſe of the Rocheſter, Cha- "tham, Portland, Falkland, Minerva, Vengeance, and Venus, "all which joined me about eleven o'clock; and, in the even- "ing, the Sapphire from Quiberon-bay. All the evening we "had very freſh gales at N. W. and W. N. W. with heavy "ſqualls. M. de Conflans kept going under ſuch ſail as all "his ſquadron could carry, and, at the ſame time, keep to- "gether; while we crowded after him with every ſail our "ſhips could bear. At half paſt two P. M., the fire begin- "ning ahead, I made the ſignal for engaging. We were then "to the ſouthward of Belleiſle; and the French Admiral

"headmoſt,

" headmoſt, ſoon after led round the Cardinals while his rear " was in action. About four o'clock, the Formidable ſtruck; " and, a little after, the Theſée and Superbe were ſunk. " About five, the Heros ſtruck, and came to an anchor; but " it blowing hard, no boat could be ſent on board her. Night " was now come on, and being on a part of the coaſt, among " iſlands and ſhoals, of which we were totally ignorant, with- " out a pilot, as was the greateſt part of the ſquadron, and " blowing hard on a lee ſhore, I made the ſignal to anchor, " and came-to in fifteen fathom water, the iſland of Dumet " bearing E. by N. between two and three miles, the Cardi- " nals W. half S., and the ſteeples of Croizie S. E., as we " found in the morning.

" In the night, we heard many guns of diſtreſs fired; but " blowing hard, want of knowledge of the coaſt, and whether " they were fired by a friend or an enemy, prevented all means " of relief.

" By day-break, on the 21ſt, we diſcovered one of our ſhips " diſmaſted aſhore on the Four; the French Heros alſo, and " the Soleil Royal, which under cover of the night had an- " chored among us, cut and run aſhore to the weſtward of " Croizie. On the latter's moving, I made the Eſſex's ſignal " to ſlip and purſue her; but ſhe unfortunately got upon the " Four, and both ſhe and the Reſolution are irrecoverably " loſt, notwithſtanding we ſent them all the aſſiſtance the " weather would permit. About fourſcore of the Reſolu- " tion's company, in ſpite of the ſtrongeſt remonſtrances of " their Captain, made rafts, and with ſeveral French priſon- " ers belonging to the Formidable, put off, and I am afraid " drove out to ſea. All the Eſſex's are ſaved, (with as many " of the ſtores as poſſible), except one Lieutenant and a boat's " crew; who were drove on the French ſhore, and has not " ſince been heard of. The remains of both ſhips are ſet on " fire. We found the Dorſetſhire, Revenge, and Defiance, " in the night of the 20th, put out to ſea; as I hope the Swift- " ſure did, for ſhe is ſtill miſſing. The Dorſetſhire and Defiance " returned next day, and the latter ſaw the Revenge without. " Thus what loſs we have ſuſtained, has been owing to the " weather, not the enemy; ſeven or eight of whoſe line-of-battle

" ſhips

" ſhips got to ſea, I believe, the night of the action. As ſoon " as it was broad day-light in the morning of the 21ſt, I diſ- " covered ſeven or eight of the enemy's line of battle ſhips at " anchor, between Point Penris and the river Villaine; on " which I made the ſignal to weigh, in order to work up " and attack them: but it blowed ſo hard from the N. W., " that, inſtead of daring to caſt the ſquadron looſe, I was ob- " liged to ſtrike top-gallant-maſts. Moſt of thoſe ſhips ap- " peared to be aground at low water; but on the flood, by " lightening them, and the advantage of the wind under the " land, all, except two, got that night into the river Villaine.

" The weather being moderate on the 22d, I ſent the Port- " land, Chatham, and Vengeance, to deſtroy the Soleil Royal " and Heros. The French on the approach of our ſhips, ſet " the firſt on fire, and, ſoon after, the latter met with the " ſame fate from our people. In the mean time, I got under " way, and worked up within Penris Point, as well for the " ſake of its being a ſafer road, as to deſtroy, if poſſible, the " two ſhips of the enemy which lay without the Villaine; " but before the ſhips I had ſent ahead for that purpoſe, " could get near them, being quite light, and with the tide " of flood, they got in.

" All the 23d, we were employed reconnoitring the en- " trance of the river, which is very narrow; and only twelve " feet water on the bar, at low water. We diſcovered ſeven " or eight line of battle ſhips about half a mile within, quite " light, and two large frigates moored acroſs to defend the " entrance of the river. Only the frigates appeared to have " guns in. By evening, I had twelve long-boats fitted as fire- " ſhips, ready to attempt burning them, under cover of the " Sapphire and Coventry; but the weather being bad, and the " wind contrary, obliged me to defer it, till at leaſt the latter " ſhould prove favourable. If they can by any means be de- " ſtroyed, it ſhall be done.

" In attacking a flying enemy, it was impoſſible, in the " ſpace of a ſhort winter's day, that all our ſhips ſhould be a- " ble to get into action, or all thoſe of the enemy brought to " it. The Commanders and companies of ſuch as did come " up with the rear of the French on the 20th, behaved with

" the

"the greateſt intrepidity, and gave the ſtrongeſt proofs of a "true Britiſh ſpirit. In the ſame manner, I am ſatisfied, "would thoſe have acquitted themſelves, whoſe bad going "ſhips, or the diſtance they were at in the morning, prevented "from getting up. Our loſs by the enemy is not conſiderable; "for in the ſhips which are now with me, I find only one Lieu- "tenant and thirty-nine ſeamen and marines killed, and about "two hundred and two wounded. When I conſider the ſeaſon "of the year, the hard gales of wind on the day of action, "a flying enemy, the ſhortneſs of the day, and the coaſt we "were on; I can boldly affirm, that, all that could poſſibly be "done, has been done. As to the loſs we have ſuſtained, "let it be placed to the account of the neceſſity I was under, "of running all riſks to break this ſtrong force of the enemy. "Had we had two hours more day-light, the whole had been "totally deſtroyed or taken, for we were almoſt up with their "van when night overtook us.

"Yeſterday came in here the Pallas, Fortune ſloop, and "Proſerpine fire-ſhip. On the 16th, I had diſpatched the "Fortune to Quiberon, with directions to Captain Duff to "keep ſtrictly on his guard. In the way thither, ſhe fell in "with the Hebé, a French frigate of forty guns, under jury- "maſts, and fought her ſeveral hours. During the engage- "ment, Lieutenant Stuart, ſecond of the Ramillies, whom "I had appointed to command her, was unfortunately killed: "ſurviving officers, on conſulting together, reſolved to leave "her, as ſhe proved too ſtrong for them. I have detached "Captain Young (See Note 153.), to Quiberon bay with five "ſhips, and am making up a flying-ſquadron, to ſcour the "coaſt to the Iſle of Aix, (See Note 154.), and, if practicable, "to attempt any of the enemy's ſhips that may be there. "I am, &c.

"ED. HAWKE."

When it became publicly known that the French fleet had ſailed from Breſt, the whole kingdom were in a ferment, and anxious for the event. Yet great as was the cauſe for this alarm, it was far from producing diſmay, hurry or confuſion. The Miniſter took every precaution to make the people

ple eaſy: his meaſures for defence were cool and vigorous. Rear-Admiral Geary was immediately detached with a ſtrong reinforcement of ſhips to Sir Edward Hawke. (See Note 150.); but he was not ſo fortunate as to join him before the overthrow of M. de Conflans. Every ſhip of war capable of putting to ſea, thoſe juſt arrived from the Weſt Indies, North America and the Mediterranean, not excepted, were ordered to be ready at a moment's warning. In ſhort, had the enemy given the ſlip to Sir Edward Hawke at ſea, Adminiſtration took ſuch ſteps, as would ſoon have convinced them, that Britain ſtill poſſeſſed another fleet ſufficiently ſtrong to defeat their ambitious projects of an invaſion. Indeed, ſuch a truly patriotic ſpirit diffuſed itſelf throughout the Britiſh officers, that each ſeemed to expreſs an ardent deſire to diſtinguiſh himſelf in the ſervice of his country: the greateſt alacrity was diſplayed; every one, without waiting for orders, proffered his aſſiſtance where he thought it was moſt wanted; well knowing, that at ſuch a critical time, a moment's delay might have defeated their generous intentions: add to this, ſuch an univerſal harmony pervaded every department, as muſt infallibly have crowned our endeavours with ſucceſs. What ſtronger inſtance can be given of this, than in the conduct of Vice-Admiral Saunders? who being in the chops of the channel on his return from the conqueſt of Quebec, there learned that the Breſt fleet were ſailed, and that Sir Edward Hawke was gone in purſuit of them. He had only three ſhips of the line with him, yet he conſidered that even this trifling addition might be of ſervice in attacking ſo great a force as that under M. de Conflans; and judging, too, that the exigency of the caſe was a ſufficient reaſon for him to proceed, without orders, directly to join Sir Edward Hawke, he accordingly ſteered his courſe for Quiberon, with every ſail he could ſet. On board the Admiral's ſhip, was Brigadier General (now Marquis) Townſhend. He, like Admiral Saunders, was fired with a love of his country; and, forgetting the toils and dangers of a long and a ſevere campaign, he reſolved to accompany his companion in victory, in hopes of ſharing together in the glory of triumphing over the enemy in Europe, as they had done in America. Nothing could be more laudable than ſuch a conduct; and it is to be lamented that fortune did

not ſecond their generous intentions, and permit them to add a ſprig of the laurel ſo nobly earned by Sir Edward Hawke, to the wreathe which they had acquired by their victories at Quebec. It was ſome days after the action before they heard of it; on which Admiral Saunders ſteered for England.

Every Captain, on learning that the Breſt fleet had ſailed, and that Sir Edward Hawke was in purſuit of it, haſtened to Quiberon bay, in hopes of having a ſhare in defeating the enemy; but the Admiral uſed too much diſpatch for them to enjoy that ſatisfaction. The Fame, Belliqueux, and Southampton, joined him a day or two after the battle. On the 26th, Sir Edward Hawke ſent Commodore Young with a ſquadron to anchor in Quiberon-bay, (See Note 152.); and, on the 28th, he detached the Honourable Auguſtus Keppel with a ſquadron to Baſque-road, to attack ſuch of the enemy's fleet as he might find there: but before he could reach that place, M. de Beaufremont, apprehenſive of ſuch a viſit, had got all his guns out, and retired up the river Charente, where our ſhips had not ſufficient depth of water to follow him; whereupon Captain Keppel rejoined the Admiral. (See Note 153.)

Sir Edward Hawke diſpatched Captain Campbell with the glorious and welcome tidings of the diſcomfiture of the French fleet. The joy of the nation at this event, was great beyond deſcription. Bonfires, illuminations, and every demonſtration of joy, were exhibited from end to end of the kingdom. The King gave Captain Campbell a moſt gracious reception, and ordered him a preſent of 500 l. to buy a ſword.

By this glorious victory, all the ambitious projects of France for the invaſion of the Britiſh dominions, vaniſhed into ſmoke; and they were compelled to give up a plan, from the ſucceſs of which they expected to repair all the loſſes they had ſuſtained during the war. Nor did their misfortunes end here; their finances failed them, and they were obliged to ſtop payment on a variety of their funds, which ſo much affected their public credit, that they were now forced to give great premiums to obtain money to carry on the war. In order to keep up the ſpirits of the people, the French Miniſtry publiſhed M. de Conflans' letter, giving an account of the ſea-fight on the 20th of November, (See Note 151.); a performance

formance moſt artfully calculated to deceive them. But they could not ſo eaſily blind the eyes of all Europe, who beheld them diſmantling and paying off their ſhips in the river Vilaine, and dragging their flat-bottomed boats, now almoſt a term of ridicule, up the Seine, ſo as to be out of the reach of our bomb-ſhells, and there to wait till a more favourable opportunity ſhould preſent itſelf for their being employed with ſome probability of ſucceſs.

Sir Edward Hawke continued to annoy the enemy on the coaſt of France very much; but, notwithſtanding all his endeavours, he could not accompliſh the deſtruction of the ſhips which had taken ſhelter in the river Vilaine, (See Note 150.) theſe being removed ſome miles from its entrance, which the enemy had now ſo ſtrongly fortified, as to render all attempts to deſtroy them by means of fire-ſhips, utterly impracticable. Time however effected what force was unequal to: for of all the ſhips of the line which got in there, only three could be brought out: the others, by frequently taking the ground, were rendered ſo totally unſerviceable, that they were obliged to be broke up and ſold.

Admiral Hawke ſent Lord Howe aſhore to the Duc d'Aiguillon, with whom he ſettled an exchange of priſoners; and, ſoon after, ſent Captain Ourry of the Acteon frigate, to endeavour to weigh the guns of the Soleil Royal. The enemy expecting this ſtep, had erected ſome batteries of cannon at Crozie to defend them. Captain Ourry let them know, that if they fired on the people employed on this ſervice, he would return the fire; but this threat had not the effect to make them deſiſt. On this, Captain Ourry not only cannonaded the place, but cauſed a bomb-ketch to throw ſome ſhells into the town of Crozie, which conſumed a great part of it. The Duc d'Aiguillon remonſtrated againſt theſe proceedings to Sir Edward Hawke; but he perſiſted in defending Captain Ourry's (See Note 154.) conduct; juſtly remarking that the people of Crozie had themſelves to blame for what they ſuffered.

It redounded much to the credit of Adminiſtration, that, during the long time the fleet were blocking up the enemy in Breſt, great care was taken to ſend them an ample ſupply of freſh proviſions, vegetables, and porter; but after the defeat of M. de Conflans, the winds proved ſo very adverſe, that the

good intentions of the Admiralty were thwarted; and inſtead of the uſual ſupply, the men were obliged to be put on ſhort allowance. This induced the ſailors to think, that now the danger of an invaſion was over, their friends in England had forgotten them *.

Sir Edward Hawke was relieved on this ſtation, by Admiral Boſcawen, and returned to England after an abſence of ten months. He waited on the King on the 21ſt of January 1760, who received him with the moſt diſtinguiſhed marks of favour, meeting him as he entered the preſence chamber, and thanking him for the ſervice he had done his country. Soon after, he had a penſion on the Iriſh eſtabliſhment of 2000 l. a year for his own life, thoſe of his ſons, and the ſurvivor of them †.

The Houſe of Commons unanimouſly voted their thanks to Admiral Boſcawen, Vice-Admiral Saunders, Rear-Admirals Durell and Holmes; to Generals Monckton, Townſhend, and Murray; and to Admiral Sir Edward Hawke. The Speaker, the firſt day that Admiral Hawke went to the Houſe after his return home, addreſſed him as follows:

"Sir Edward Hawke,—The Houſe has unanimouſly reſolv-
"ed, that their thanks be given to you, for the late ſignal vic-
"tory obtained by you over the French fleet.

"You are now, Sir, happily returned to your country, after
"a long but moſt important ſervice, and returned victorious
"and triumphant, and full of honour. You meet the ap-
"plauſe of your countrymen in their minds and hearts, and
"which

* This occaſioned the following witty Impromtu.

Ere Hawke did bang
M. Conflans,
You ſent us beef and beer.
Now Monſieur's beat,
We've nought to eat,
Since you have nought to fear.

† This illuſtrious ſeaman was, January 4th 1763, appointed Rear-Admiral of Great Britain; November 5th 1765, Vice-Admiral of Great Britain; and in December the ſame year, he was appointed firſt Lord of the Admiralty, which he reſigned in 1771. In 1768, he was made Admiral and Commander in Chief of his Majeſty's Fleet. He was created a Baron of the Kingdom of Great Britain, May 20th 1776; and on this occaſion choſe a very apt motto to his arms, viz. STRIKE. His Lordſhip departed this life, October 16th 1781.

" which they had manifeſted before, in all outward demonſtra-
" tions of public joy and congratulation.

" Your expedition was for the neareſt and moſt affecting
" concern to us—the immediate defence of his Majeſty's
" kingdoms, againſt a diſappointed and enraged enemy; me-
" ditating, in their revenge, our deſtruction at once. Your truſt,
" therefore, Sir, was of the higheſt nature; but to which, your
" characters of courage, fidelity, vigilance and abilities, were
" known to be equal. You ſoon freed us from fears; and
" having anſwered all our hopes, that bravery and conduct
" could give, or turbulent ſeas and ſeaſons admit of—even the
" laſt did not diſturb or diminiſh your ſpirit and vigour. You
" had overawed the enemy in their ports—in their chief naval
" force; till ſhame, perhaps, or deſperation, brought them
" forth at laſt. You fought them; ſubdued them; and, in
" their confuſion and diſmay, made thoſe, who could eſcape,
" to ſeek their ſecurity in flight and diſgrace.

" Thus, their long preparing invaſion was then broken and
" diſpelled; and which cannot but bring to our remembrance,
" the deſign and the fate of another Armada, in a former age
" of glory, whoſe defeat was, at that time, the ſafety of Eng-
" land, and the laſting renown of the Engliſh Navy.

" Theſe, Sir, are your late eminent ſervices to your King
" and country; and have been now enumerated, not from any
" imagination that they are unknown any where, or can ever be
" forgotten; but that your preſence with us makes them to
" riſe, with their firſt ſtrength, in our thoughts, as the re-
" counting of them muſt give us a freſh ſpirit of joy in our ac-
" knowledgements of them. Our acknowledgements, then,
" Sir, you have, for theſe your paſt ſervices; permit us to add
" to our expectations too, of what may be your future me-
" rit, in defence of the rights and honour of your country,
" wherever you ſhall again command.

" It is a very pleaſing office to me, to convey theſe thanks of
" the Houſe to you; and I do give you, in the name of the
" Commons of Great Britain, their thanks, for the late ſignal
" victory obtained by you over the French fleet."

To the above elegant ſpeech, Sir Edward Hawke made the following reply.

" Mr

"Mr Speaker,—I own myſelf greatly at a loſs, as to the "proper manner of acknowledging the great honour confer- "red on me by this Auguſt Houſe, in their diſtinguiſhed ap- "probation of my conduct on the 20th of November laſt. "In doing my utmoſt, I only did my duty I owed to my King "and country, which ever has been, and ſhall be my greateſt "ambition to perform faithfully and honeſtly, to the beſt of "my ability. I can only aſſure this Honourable Houſe, that "I receive this great mark of honour with the greateſt re- "ſpect; and ſhall ever retain the moſt grateful ſenſe of it.

"Before I ſit down, permit me, Sir, in particular to return "you my moſt reſpectful thanks, for the very obliging man- "ner in which you have communicated to me the great ho- "nour done me by this Houſe, which I ſhall always eſteem as "the higheſt obligation."

His Majeſty, anxious to reward ſuch officers as had diſtinguiſhed themſelves in the ſervice of their country on this occaſion, appointed Admiral Boſcawen General of his Marine Forces, with a ſalary of 2000 l. a year; Vice-Admiral Saunders, Lieutenant-General of the ſame, with a ſalary of 1200 l. a year; and the following Captains of the Navy, to be Colonels of the above corps, viz.

Sir Piercy Brett, Knt. at Portſmouth;
Honourable Auguſtus Keppel, at Plymouth; and
Richard Lord Viſcount Howe, at Chatham: with a ſalary of 800 l. a year each.

At Dunkirk, the French were extremely buſy in fitting out a ſmall ſquadron, commanded by M. Thurot, which was to eſcort a body of troops deſtined to ſecond their grand plan of invading his Majeſty's dominions. But a fleet under the command of Commodore Boys (See Note 155.) kept them cloſely blocked up the whole ſummer. A violent gale of wind, however, in the beginning of November, forcing Commodore Boys from his ſtation, M. Thurot ſeized the opportunity of ſlipping out, and ſteered northwards. As ſoon as the weather permitted, Commodore Boys followed him; but not being able to overtake him, he kept cruizing on the coaſt of Scotland, to protect that part of the kingdom. In the mean time,

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a report was ſpread, that M. Thurot's deſign was againſt Yarmouth, or ſome of the large towns on the eaſt coaſt of England. In order to prevent the execution of ſuch a plan, Sir Piercy Brett was ordered from his command in the Downs, and with a ſmall ſquadron (See Note 156.) to take his ſtation in Yarmouth roads, to be ready at hand to move to the relief of any place which the enemy's fleet might threaten to attack. But as the deſtruction of M. Thurot's ſquadron appertains to another year, we will leave him to proſecute his voyage, and proceed to give a detail of the ſucceſs of the cruizing ſhips, &c.

On the 21ſt of February, about ſeven in the morning, Rear-Admiral Holmes, in his way to North America, having ſent the Veſtal, of thirty-two guns, commanded by Captain Samuel (now Lord) Hood, ahead of his ſquadron, the Captain made the ſignal for ſeeing a ſail; and, ſoon after, that it was an enemy. He immediately gave chaſe, and alſo made the ſignal to the Admiral, that he would be able to ſpeak with the chaſe. Leſt the enemy ſhould have proved too ſtrong for Captain Hood, the Admiral diſpatched the Trent, of twenty-eight guns, commanded by Captain Lindſay, to his aſſiſtance. About two in the afternoon, the Veſtal got cloſe along-ſide the enemy, and began a warm action, which continued without intermiſſion till ſix in the evening, when ſhe ſtruck, and proved to be La Bellone, of thirty-two guns, and two hundred and twenty men, commanded by the Comte de Beauhonnoir. They had forty men killed, and a great many wounded; and when they ſurrendered, had only the fore-maſt left ſtanding, which ſoon after went by the board, it being much wounded, and no rigging left to ſupport it. The Veſtal had five men killed, and twenty-two wounded, and was ſo much diſabled in her rigging, that, immediately after the action, all her top-maſts fell over the ſide: the lower maſts muſt have gone likewiſe, had not the weather proved very favourable. Although the Trent was reckoned a very fine ſailer, and began to chaſe very ſoon after the Veſtal, yet ſhe was full four miles aſtern when the enemy ſtruck. The Bellone had eſcaped out of Fort-Royal bay, in the iſland of Martinico, in the night of the 16th of January, and had come through Commodore Moore's fleet. She was purchaſed

chaſed by Government, and added to the Royal Navy, by the name of the Repulſe.

The Windſor, Captain Samuel Faulknor, being on a cruize off the Rock of Liſbon, gave chaſe, on the 27th of March, to four large ſail to leeward. On the approach of the Windſor, the enemy drew into a line-of-battle ahead, about a cable's length aſunder, and remained in this poſition till ſhe got up, and engaged the ſternmoſt near an hour; when the three headmoſt ſhips ſet all the ſail they could, and made off. On this, the Windſor's antagoniſt ſtruck, and proved to be the Duc de Chartres, of twenty-four twelve pounders, but pierced for ſixty guns, and two hundred and ninety-four men; of whom, twenty-eight were killed in the action, and eighteen wounded. The Windſor had only one man killed, and ſix wounded. The cargo of the prize was very valuable; it conſiſting of ſixty tons of gun-powder, one hundred and fifty tons of cordage, beſides flour, ſail-cloth, wine, &c. She left Port L'Orient the 22d of March, in company with the other ſhips *, all of which were bound to India, where they were to be converted into ſhips of war.

His Majeſty's ſhips the Iſis of fifty guns, and Æolus of thirty-two guns, commanded by Captains Wheeler and Elliot, being on a cruize off the iſle of Dieu, on the 19th of March, got ſight of four frigates, conveying a fleet of thirty coaſting veſſels: three of the frigates ſtood towards them, in order to protect their convoy. The Iſis ſtood for the leewardmoſt, ſhe appearing to be the Commodore, to prevent, if poſſible, any of the reſt getting in with the land, it being a lee ſhore. But Le Sauvage, of thirty-two guns, the ſhip ſhe ſtood for, made off before ſhe got within gunſhot of her. La Blonde, of thirty-two guns, came cloſe along ſide the Æolus, under courſes.

* FRENCH SHIPS that the WINDSOR fell in with.

SHIPS.	Tons.	Guns mounted	Guns pierced for.	No of men.	
Duc de Chartres	1100	24	60	294	Taken.
Le Maſſiac	1200	26	74	300	Eſcaped.
L'Indien	1100	24	54	270	
Le St Luc -	700	18	26	200	
Total	4100	92	214	1064	

courſes. An action immediately commenced, which laſted for a ſhort time; when the Æolus unluckily fell aſtern, owing to her having neither brace or bowline to fill the main top-ſail with, the only damage ſhe had received in the action. The enemy ſeized the opportunity, ſet all her ſail, and made off. They would ſoon have been overtaken, had not the third frigate interpoſed, by coming cloſe along-ſide of the Æolus, and engaging her: in a quarter of an hour, ſhe was forced to ſtrike her colours, and proved to be the Mignone, a frigate belonging to the King of France, mounting twenty guns, with a crew of one hundred and forty-three men, commanded by the Chevalier de Turſanville, who, with thirty of his men, were killed, and the ſecond Captain and twenty-five men wounded. The Blonde with the greateſt difficulty got off.

The Southampton and Melampe, Captains Gilchriſt and Hotham, being on a cruize in the North Seas, gave chaſe, on the 28th of March, to two large ſail. The latter being the beſt ſailer, came up with them, and engaged both for upwards of three quarters of an hour, when the Southampton likewiſe came up; on which one of the French ſhips made off. The Melampe being by this time very much diſabled in her ſails and rigging, fell aſtern. A warm engagement then commenced between the Southampton and the other French ſhip: but the Melampe having got her rigging ſo far repaired as to be able to get into action again, the enemy, after an obſtinate reſiſtance, was obliged to ſtrike. She proved to be the Danae, a frigate belonging to the King of France, of forty guns, and three hundred and thirty men. Her firſt and ſecond Captain, with upwards of thirty men, were killed in the action, and a great number wounded. She was purchaſed by Government, and added to the Royal Navy by the ſame name. The Melampe had eight men killed, and twenty wounded. The Southampton had one man killed, and eight wounded. Among the latter was Captain Gilchriſt, wounded by a pound ball in the ſhoulder, which quite diſabled him from future ſervice in the navy. In conſideration of his misfortune, his Majeſty was pleaſed to ſettle a penſion of 300 l. a-year on him during life.

The Achilles, of ſixty guns, the Honourable Captain Barrington, being on a cruize about ſixty leagues to the weſtward of Cape Finiſterre, on the 4th of April, fell in with, and took, after an action of two hours, the Comte de St Florentine, a private ſhip of war, mounting ſixty guns, with a crew of four hundred and eighty-three men, commanded by the Sieur de Montay. The enemy, in the action, had one hundred and ſixteen men killed and wounded: the Captain was ſhot through the body, and died two days after the action. The ſhip was greatly damaged, having all her maſts ſhot away. She proved a very valuable prize; had been on a cruize on the coaſt of Guinea, where ſhe had had a ſhort engagement with his Majeſty's ſhip the Harwich; after which ſhe took ſome valuable prizes there; proceeded to the Weſt Indies, where ſhe had been very ſucceſsful, and was on her return to France when taken; her cargo conſiſting of five hundred tons of merchandize, viz. elephants teeth, gold duſt, &c. Her Captain had inſured 20,000 l. on his own account. She was purchaſed by Government, and added to the Royal Navy by the name of the St Florentine. The Achilles had only two men killed, and twenty-three wounded in the action.

His Majeſty's ſhips Chatham, Venus, and Thames, commanded by Captains Lockhart, Harriſon, and Colby, being on a cruize on the coaſt of France, on the 18th of May, early in the morning, gave chaſe to a ſail in Hodierne-bay, on the coaſt of Britanny. After two hours purſuit, it blowing freſh, the chaſe carried away her top-maſts; ſoon after which, the Thames came up with her, and commenced a cloſe engagement. The enemy made a very good defence, and did not ſtrike until the Venus came up, and raked her fore and aft. She proved to be the Arethuſe, a very fine frigate belonging to the King of France, bound to Breſt from Rochefort; mounted thirty-two guns, but pierced for thirty-ſix, and had a crew of two hundred and ſeventy men, commanded by the Marquis de Vaudreuil. The enemy had ſixty men killed and wounded. Being quite a new ſhip, and eſteemed the fineſt of her rate in the French navy, ſhe was purchaſed by Government, and added to the Royal Navy by the name of the

Arethuſa.

Arethuſa. In the action, the Thames had four men killed, and eleven wounded. The Venus had only five men wounded.

On the 20th of October, the Hercules, of ſeventy-four guns, Captain Porter, being on a cruize, fell in with a French ſhip of war of ſeventy-four guns, about eight in the morning, to which he gave chaſe. At firſt, the enemy bore down on the Hercules; and when Captain Porter thought he was within gun-ſhot, he hoiſted his colours, hauled up his ports, and run out his guns. On this, the enemy immediately hauled their wind, and ſet their main-ſail and ſtay-ſails. Captain Porter purſued her with all the ſail he could crowd. As he came near her, ſhe fired firſt her larboard, and then her ſtarboard broadſide, and then ſtood on again. About nine at night, the Hercules got up with her, and began to engage as faſt as the guns could bear: but, in half an hour, an unlucky ſhot carried away the main-top-maſt of the Hercules; an advantage the enemy immediately availed themſelves of, and got away as faſt as poſſible. Captain Porter continued the purſuit, until he ſaw the enemy enter Baſque road, about eight o'clock the next morning. It is probable, that this ſhip was Le Guerrier, one of the runaways of M. de la Clue's ſquadron. The Hercules had one man killed, and two wounded, one of whom was Captain Porter, who was much hurt by a grape-ſhot in the head.

The Thames and Coventry frigates, commanded by Captains Colby and Burſlem, being on a cruize off Cape Finiſterre, fell in with Le Palmier, of ſeventy-four, and a frigate of thirty-ſix guns, on their voyage from the Weſt Indies. They immediately gave chaſe to them; and conjecturing them to be French Eaſt India ſhips, the Thames got cloſe to the large ſhip before the miſtake was diſcovered. An action directly took place, when the Thames had the good fortune to ſhoot away the Palmier's fore-top-maſt; but the great ſuperiority of the enemy's weight of metal, compelled the Britiſh ſhips to retire out of gun-ſhot. In the day-time, the two frigates ſeparated, the one on the ſtarboard, and the other on the larboard bow of the enemy, whom they juſt kept in ſight; all the while ſpreading the proper ſignal abroad, in hopes they would be diſcerned by ſome Britiſh ſhip of the line. At night, they drew

cloſe up with the enemy, into whoſe ſhips they frequently poured a broadſide, and then made off. By this means they killed and wounded a great many of their men; and had certainly taken the largeſt ſhip, if the frigate had not been in company. They continued thus to haraſs them for many days, till they ſaw them enter Breſt, not having been ſo fortunate as to meet with any of his Majeſty's ſhips.

The Anſon cutter having been taken in the Channel by a privateer of Bayonne, of much ſuperior force, the enemy put twenty of their own people on board, in order to navigate her to France. They left thirty of the cutter's crew on board of her, whom, for the more ſecurity, they kept in irons: but ſome of them contriving to get their irons off, they releaſed the reſt, jumped upon deck, and, having overpowered the Frenchmen, obliged them to navigate her into Plymouth.

The Rippon, Captain Jekyll, being on a cruize, took, after a chaſe of ſome hours, the Cheſine, a French ſhip of five hundred tons burden, mounting twenty-two guns, and having a crew of one hundred men. She came from Batiſcan, a port in the river St Lawrence, about twenty leagues above Quebec, which place ſhe had paſſed in the night of the 24th of November, along with ſeveral other veſſels. It is remarkable, that after the Cheſine was taken, ſhe greatly outſailed the Rippon.

The following anecdote redounds much to the honour of the Britiſh navy. His Majeſty's ſhip Argo, of twenty-eight guns, commanded by Captain Tinker, compoſing one of Commodore Boys's ſquadron, was ſtationed off the port of Oſtend, along with ſome cutters. The Captain ſent a very polite meſſage to the Governor of the place, ſaying, As the King his maſter was not at war with the Houſe of Auſtria, he expected to be ſupplied with refreſhments from Oſtend, although it was garriſoned with French troops; otherwiſe he would make prize of every veſſel belonging to the port, that ſhould preſume to come out of the harbour. No notice being taken of this meſſage, he proceeded to put his threats in execution, and detained three fiſhing-boats. The Governor finding him in earneſt, ſent out a flag of truce, with a compliment, aſſuring him, he would comply with his requeſt; in conſequence of which, the Captain received daily ſupplies from the ſhore.

At

At this time, there was a French frigate of thirty guns in the harbour; the Captain of which was extremely galled to ſee this intercourſe carried on. To prevent it, he ſent Captain Tinker a meſſage to this effect, "That if he would diſ-"miſs his cutters, and give him his honour that none of Com-"modore Boys's ſquadron ſhould interpoſe in the conteſt, he "would come out next day, and give him battle." Captain Tinker deſired the meſſenger to tell the Captain of the French frigate, That he would diſmiſs his cutters, and not only give his word, but even ſend an officer as an hoſtage for the performance; that he ſhould not be aſſiſted by any ſhip of the Commodore's ſquadron, which then lay ſeven or eight leagues to leeward; but that he would engage him ſingly, at a minute's warning. Captain Tinker had his ſhip ready for action next morning, weighed anchor, and, with colours flying, ſtood towards the harbour's mouth, where he brought to with his courſes clewed up, and main-top-ſail to the maſt. In this poſture he lay as long as the tide would permit him, cloſe to the fortifications, in ſight of all the French officers, who were aſſembled to ſee the combat. But Monſieur did not chooſe to keep his appointment, although it was of his own making.

A LIST

A LIST of FRENCH PRIVATEERS taken, and by whom, in 1759.

PRIVATEERS NAMES.	Number of Guns.	Men.	Belonged to	Number of Kill.	Wo.	By whom taken.	Number of Guns.	Men.	COMMANDERS.	Number of Kill.	Wo.	How diſpoſed of.
Machault -	24	240	Granville	0	0	Juno -	32	220	J. Phillips	0	0	Sold to the merchants
Marquis de Barail	14	184	Dunkirk	0	0	Deptford -	50	350	J. Holwell	0	0	Ditto
Marquis de Duart	16	200		0	0	Brilliant - -	36	240	Ja. Logie	0	0	
Marquis de Marigny	20	200	Granville	0	0	Montagu -	60	400	Joſ. Rowley	0	0	Ditto
Moras - -	22	202	St Malo	0	0	Unicorn -	28	200	Tho. Graves	0	0	Ditto
Baſque -	22	210	Bayonne	0	0	Brilliant - -	36	240	J. Lendrick	0	0	Ditto
La Comteſſe de la Serre	22	187	St Malo	26	15	Adventure	32	220	M. Moore	0	2	Ditto
Vermudian -	16	124	Bayonne	0	0	Flamborough	28	200	A. Kennedy	0	0	Ditto
Entreprenant -	8	52	Dunkirk	0	0	Richmond -	32	220	T. Halkerſon	0	0	Ditto
La Morech - -	8	80	Hav.deGra.	0	0	Thames -	32	220	S. Colby	0	0	Ditto
						Coventry -	28	200	J. Burſlem	0	0	
Carilloneur -	8	62	Dunkirk	0	0	Rocheſter	50	350	R. Duff	0	0	Ditto
Diſpatch - -	10	52	Morlaix	0	0	Diligence -	14	100	T. Eaſtwood	0	0	Ditto
Le Vieux - -	8	36	Dunkirk	0	0	Surprize - -	20	160	C. Antrobus	0	0	Ditto
Marillon - -	8	52	Ditto -	0	0	Liverpool -	28	200	Rich. Knight	0	0	Ditto

In the courſe of this year, the French Navy received ſundry ſevere blows from Admirals Hawke and Boſcawen.

A great number of ſmall privateers were taken or deſtroyed; and many neutral veſſels were captured, carrying naval ſtores to the enemy, at Havre de Grace, Breſt, &c., moſt of which were condemned as lawful prizes.

The only loſs the navy ſuſtained by the enemy, was that of the Hawke ſloop of war, taken by a privateer of much ſuperior force. We had the misfortune, however, to have the Mermaid, of twenty guns, commanded by Captain Hackman, wrecked on Abrian-key, as ſhe was conveying General Shirley to his government of the Bahama Iſlands: the crew were ſaved. The Falcon bomb-ketch alſo went on the iſlands Les Saintes, near Guadaloupe. She ſtruck on a rock as ſhe was chaſing a privateer: the crew, and the ſmalleſt mortar, were ſaved.

The ſmallneſs of the number of trading ſhips of value taken from the French this year, was more owing to their trade being ruined, than to the want of vigilance on our part. The captures made by us, amounted to one hundred and ſixty-five ſhips, including the neutral veſſels condemned; and forty-one privateers and armed merchantmen.

The French made captures of two hundred and ten veſſels, many of which were of conſiderable value, chiefly in the Weſt Indies, while the fleet under Commodore Moore was watching the motions of M. de Bompart and his ſquadron. The others were coaſters, of which ſome were taken by not obeying the orders of their reſpective convoys.

THE END OF THE SECOND VOLUME.

APPENDIX to VOL. II.

Note 67. A Deſcription of the Iſland of Tobago.

TObago lies in N. Lat. 11. 35. and W Long. 59. is the ſouthermoſt of all the Caribbees belonging to Britain, being one hundred and twenty miles ſouth of Barbadoes, and only twenty from the great iſland of Trinidad. It is about twelve leagues in length, four in breadth, and thirty in circumference. King Charles I. in the year 1628, gave a grant of it to the Earl of Pembroke and Montgomery; but we do not hear that any ſettlement was attempted, far leſs made, in conſequence of this grant. During the time of the civil wars the Dutch took poſſeſſion of it, and began to plant, and clear the woods, and were in a fair way of thriving, when the Spaniards from the iſland of Trinidad, and the ſavages from St Vincent's, fell upon them, and cut them off to a man. After which it continued a deſert till the year 1654, when Charles II. gave a grant of it to the Duke of Courland, who, with ſome Dutch adventurers, ſettled here again, who, for the firſt fourteen years, were exceeding ſucceſsful, and had made it a very flouriſhing iſland; but in the year 1678 they were totally expelled by the French, and their plantations entirely ruined; and though it was reſtored by the treaty of Nimeguen, yet the Dutch never after made any attempts to ſettle it. By the treaty of Aix la Chapelle, 1748, it was declared neutral; but the French in a year after meant to ſettle it, from which they at laſt were obliged to deſiſt.

It produces every thing that the reſt of the ſugar iſlands do, and likewiſe furniſhes the following articles, which are peculiar to itſelf, viz. an excellent kind of ſaſſafras, a ſpecies of mace and nutmegs, and gum copal in great quantities. It has this very peculiar happineſs, that it is ſuppoſed to lie out of the tract of thoſe hurricanes, which are ſo much dreaded in the Weſt Indies, and where their effects have been ſo fatal, but have never been once felt here. Courland Bay is its principal harbour.

Note 68. A Narrative of the Mutiny on board his Majeſty's Ship the Cheſterfield on the coaſt of Africa.

Although the following extraordinary affair does not come within the rules which we have preſcribed to ourſelves in narrating ſuch things as relate to war only; yet as it is in ſome meaſure connected with the Navy, we think that we cannot, with propriety, paſs it by in ſilence. His Majeſty's ſhip Cheſterfield, of forty guns, commanded by Captain O'Brien Dudley, being ſtationed on the coaſt of Africa, was, in the month of October 1748, at anchor off Cape Coaſt caſtle, when Captain Dudley and ſome

others being on ſhore, the ſhip was ſeized by Samuel Couchman the firſt lieutenant, and ſome others of the crew whom he had excited to mutiny, and aſſumed the command of the ſhip on the 10th of October 1748. Mr Couchman and his aſſociates were brought to a court-martial at Portſmouth on the 26th of June 1749, Sir Edward Hawke, K. B. being Preſident, Captains Thomas Pye, Charles Stevens, John Bentley, Samuel Oſborne, Hugh Bonfoy, Thomas Stanhope, Juſtinian Nutt, John Montagu, Robert Harland, and John Campbell, members: When it appeared, by the evidence of Mr Gaſtrien the boatſwain, Mr Gilham the mate, and the cockſwain of the barge, That on the 10th of October 1748, Captain Dudley being then on ſhore at Cape Coaſt caſtle, ſent off his barge to Mr Couchman, ordering him to ſend the cutter on ſhore, with the boatſwain of the ſhip, to ſee the tents ſtruck on ſhore, and to bring every thing belonging to the ſhip on board that night. But Couchman directly ordered the barge to be hoiſted in, and the boatſwain to turn all hands to the quarter-deck, where Mr Couchman coming from his cabin with a drawn ſword, ſaid, "*Here I am, G—d d—mn me, I will ſtand by you while I have a drop of blood in my body.*" He was accompanied by John Morgan, the lieutenant of marines, Thomas Knight the carpenter, his mate John Place, (a principal actor), and about thirty ſeamen with cutlaſſes. They then gave three huzzas, and threw their hats overboard, d—ing old hats, they would ſoon get new. Mr Couchman then ſent for the boatſwain, to know if he would ſtand by him, and go with him. He replied "No," and ſaid, "For God's "ſake, Sir, be ruled by reaſon, and conſider what you are about." Mr Couchman then threatened to put him in irons if he did not join with him; but the boatſwain boldly told him, he never would in ſuch piratical deſigns. He was then ordered into cuſtody, and two centinels put over him. Mr Couchman then ſent for Mr Gilham the mate of the ſhip, and made the ſame ſpeech to him, who deſired to know where he was bound, and upon what account? He replied, "to take, "burn, and ſink, and ſettle a colony in the Eaſt Indies." There were five or ſix more put in cuſtody with the boatſwain in the ſame place, but were confined only five or ſix hours: for in the middle of the night after their confinement, Mr Couchman ſent for them into the great cabin, and deſired them to ſit down and drink punch, and then diſmiſſed them. The next day the boatſwain was invited to dinner with the new commander, who began to rail againſt Capt. Dudley, and aſked him and one of the mates, What they thought of the affair? The boatſwain replied, he thought it *rank piracy*. On which Couchman ſaid, "What I have done, I cannot now go from; I was for-"ced to it by the ſhip's company." The boatſwain then told him, that would be no ſanction for running away with the King's ſhip. The carpenter and lieutenant then propoſed their ſigning a paper, to which the boatſwain replied, he never would, and would ſooner ſuffer death. The mate ſaid the ſame. When the boatſwain came out of the great cabin, he went to the gunner's cabin, who was then ſick,

and

and unable to come out of it; but was of great uſe, by his prudent advice and aſſiſtance; for after the boatſwain had told him that Couchman's party had taken poſſeſſion of all the arms, he ſaid he could furniſh him with twenty piſtols. By this time Mr Fraſer and Mr Gilham, mates of the ſhip, and Yeoman, the cockſwain of the barge, were come to them, when the boatſwain communicated his deſign of recovering the ſhip that very night. To this they all agreed with the greateſt reſolution. It began then to be very dark, and about ten o'clock at night, when the boatſwain went to ſound the ſhip's company, and on the forecaſtle there were about thirty men. He then, in a prudent manner, diſcloſed the ſecret, and ſoon convinced them both of the facility and neceſſity of putting his ſcheme immediately in practice. Accordingly, the firſt ſtep was, to get up all the irons and bilboes on the forecaſtle He then ſent for the twenty piſtols, which were all loaded. He next ordered three men upon the grand magazine, and two to that abaft, and the remainder, who had no piſtols, to ſtay by the bilboes, and ſecure as many priſoners as he ſhould ſend. This diſpoſition being made, he went directly down on the deck, where he divided his ſmall company into two parties; and one going down the main, and the other the fore hatch-way, they ſoon ſecured eleven or twelve of the ringleaders, and ſent them up to the forecaſtle without the leaſt noiſe. The two parties then joined, and went directly to the great cabin, where they ſecured Couchman, and the lieutenant of marines, with the carpenter, whom they confined in different parts of the ſhip. Thus was the ſhip reſcued by the intrepidity and prudence of a few honeſt men, after ſhe had been about thirty hours in the poſſeſſion of a poor unhappy man, who appeared utterly unfit for ſo daring an enterprize.

By the ſentence of the Court, the following perſons ſuffered death.

Mr Couchman, firſt Lieutenant. } Shot on board the Cheſterfield, at
John Morgan, Lieut. of Marines. } Portſmouth, July 14.

Thomas Knight, Carpenter.
John Place, Carpenter's mate.
John Read, Quarter-maſter.
Thomas Scott, Seaman.
Thomas Ferryman, Steward. } Hanged.

Six more were ſentenced to be hanged, but were pardoned by his Majeſty.

Note 69. Liſt of the Fleet ſent out to the Coaſt of Africa under Capt. Buckle, in 1751.

Ships.	*Guns.*	*Commanders.*
Aſſiſtance,	50	Capt. Matthew Buckle.
St Alban's,	60	Hon John Byron.
Sphynx,	20	Ed. Wheeler.

The French ſquadron on the coaſt of Africa in 1751, conſiſted of one ſhip of 74 guns, one of 64, and one of 30.

Note 70. A Liſt of the Ships put in Commiſſion, March 1755, with the Names of the Captains.

Ships.	*Guns.*	*Commanders.*
Royal George,	100	Capt. Roger Martin.
Barfleur,	90	Lord Harry Powlett.
St George,	90	John Storr.
Prince,	90	Charles Saunders.
Ramillies,	90	Francis Holburne.
Prince George,	90	George Bridges Rodney.
Torbay,	74	Charles Colby.
Culloden,	74	Henry Ward.
Monarch,	74	Henry Harriſon.
Terrible,	74	Philip Durell.
Buckingham,	70	Michael Everitt.
Yarmouth,	70	Harry Norris.
Naſſau,	70	George Cockburne.
Somerſet,	70	Francis Geary.
Vanguard,	70	Hon John Byron.
Captain,	70	Charles Catford,
Grafton,	70	Charles Holmes.
Elizabeth,	70	John Montagu.
Ipſwich,	70	Richard Tyrell.
Chicheſter,	70	John Brett.
Northumberland,	70	Alexander Lord Colvill.
Orford,	66	George Earl of Northeſk.
Lancaſter,	66	Hon. John Hamilton.
Fougeux,	64	John Douglas.
Mars,	64	John Amherſt.
Edinburgh,	64	Thomas Stanhope.
Dunkirk,	60	Hon. Richard Howe.
Auguſta,	60	John Saltern Willet.
Anſon,	60	Robert Man.
Nottingham,	60	Samuel Marſhall.
Kingſton,	60	William Parry.
Weymouth,	60	Thomas Hanway.
York,	60	Hugh Pigot.
Medway,	60	Peter Denis.
Defiance,	60	Thomas Andrews.
Litchfield,	50	Charles Stevens.
Wincheſter,	50	Edward Le Cras.
Newcaſtle,	50	William Holburne.
Ambuſcade,	40	Joſhua Rowley.
Blandford,	20	Richard Watkins.
Lyme,	20	Samuel Faulknor.
Winchelſea,	20	Francis Samuel Drake.
Arundel,	20	John Lloyd.

The

The following Ships were ordered to be fitted out with all poſſible diſpatch, and ſoon after commiſſioned as follows:

Ships.	*Guns.*	*Commanders.*
Royal Sovereign,	100	Capt. William Boys,
Swiftſure,	70	Hon. Auguſtus Keppel.
Bedford,	64	Thorpe Fowke.
Stirling Caſtle,	64	Samuel Cornish.
Prince Frederick,	64	Jervis Henry Porter.
Eſſex,	64	John Campbell.
Hampton Court,	64	Thomas Broderick.
Monmouth,	64	Waſhington Shirley,
Greenwich,	50	Robert Roddam.
Rocheſter,	50	Robert Duff.
Falmouth,	50	William Brett.

Note 71. Supplies voted for the Year 1755.

	£.	s.	d.
To the extraordinary expence—of the office of ordnance for land-ſervice,	32,250	8	8
—of the land-forces and other ſervices incurred in 1754,	60,254	8	0
Towards paying off the debt of the navy,	700,000	0	0
For 12,000 ſeamen at L. 4 per man per month, for 13 months, including ordnance for ſea-ſervice,	624,000	0	0
For the ordinary of the navy, including half-pay to ſea-officers,	280,288	14	1
For 18,000 land forces in Great Britain, Guernſey, and Jerſey,	628,315	7	11
For the forces, &c. in America, Minorca, and Gibraltar,	236,420	18	6½
For two regiments of foot to be raiſed in North America,	40,350	15	0
For the officers to go on the expedition under General Braddock,	7,388	2	6
For the hoſpital-officers in ſaid expedition,	1,779	7	6
For the office of ordnance for land-ſervice,	119,316	10	0
For the reduced officers of the land-ſervice and marines,	47,000	0	0
For the officers and private gentlemen of the horſe and horſe-guards lately reduced,	8,735	9	7
For the out-penſioners of Chelſea hoſpital,	59,791	12	1
For half pay officers widows, married before December 25. 17:6,	2,562	0	0
Towards the ſupport of Greenwich hoſpital,	10,000	0	0
Carried forward,	L. 2,853,403	13	10½

	£.	s.	d.
Brought forward,	2,858,403	13	10½
For maintaining the colony of Nova Scotia,	40,418	7	8
For keeping in repair the road from Carliſle to Newcaſtle,	6,000	0	0
For buildings, re-buildings, and repairs of his Majeſty's navy,	100,000	0	0
For augmenting the forces by ſea and land, &c.	1,000,000	0	0
For defraying the expences of the colony of Georgia, from June 24th 1754, to June 24th 1755,	2,957	10	0
For building and ſupporting the Britiſh forts in Africa,	10,000	0	0
For building a fort at Annamaboe,	6,000	0	0
To make good engagements, purſuant to treaty with the King of Poland, and Elector of Saxony,	32,000	0	0
To make good the like engagements with the Elector of Bavaria,	20,000	0	0
For a reward to Thomas Stephens, for diſcovering his method of making pot-aſh, and introducing that manufacture into America,	3,000	0	0
Total,	L. 4,073,779	11	6½

Note 72. Liſt of the Fleet ſent to North America in 1755.

Ships.	*Guns.*	*Men.*	*Commanders.*
Torbay,	74	718	Hon. Edward Boſcawen, Vice-Adm. of the Blue. Capt. Charles Colby.
Monarch,	74	715	Savage Moſtyn, Rear-Adm. of the Blue. Capt. Ab. North.
Northumberland,	70	520	Lord Colvill.
Vanguard,	70	520	Hon. J. Byron.
Somerſet,	64	520	Francis Geary.
Mars,	64	500	J. Amherſt.
Fougeux,	64	500	Richard Spry.
Anſon,	60	420	Robert Man.
Dunkirk,	60	420	Hon. Richard Howe.
Defiance,	60	420	Thomas Andrews.
Litchfield,	50	350	M. Barton.
Gibraltar,	20	160	J. Holwell.
Hornet,	12	100	S. Salt.
	742	5863	

Note

Note 73. A Liſt of the Reinforcement ſent to Vice Admiral Boſcawen's Fleet.

Ships.	*Guns.*	*Men.*	*Commanders.*
Terrible,	74	715	Francis Holburne, Rear-Adm. of the Blue. Capt. William Holburne.
Yarmouth,	70	520	H. Norris.
Grafton,	70	520	C. Holmes.
Chicheſter,	70	520	J. Brett.
Edinburgh,	64	520	T. Stanhope.
Auguſta,	60	420	W. S. Willet.
Arundell,	20	160	William Lloyd.
	428	3375	

Note 74. Deſcription of Fort Beau-ſejour.

Beau-ſejour is a fort built on his Majeſty's territory in the province of Nova Scotia in North America in 1749, by the Chevalier de la Corne, ſituated at the upper end of the Bay of Fundy, on the iſthmus between that Bay and the Bay or Gulph of St Lawrence.

Colonel Monckton beſieged it in June 1755, when it ſurrendered on the following terms:

The commanders, officers, ſtaff-officers, and others in the ſervice of the French King, and the reſt of the garriſon of Beau-ſejour, ſhall march out with their arms and baggage, and drums beating.

The garriſon ſhall be ſent directly to Louiſbourg, at the expence of the King of Great Britain.

The garriſon ſhall be provided with ſufficient proviſions for their paſſage to Louiſbourg.

With regard to the Acadians, as they have been forced to take arms on pain of death, they ſhall be pardoned the part they have taken on this occaſion.

Laſtly, The garriſon ſhall not bear arms in America for the ſpace of ſix months

The terms above mentioned are granted, upon condition, that the fort ſhall be delivered up to the Britiſh troops at ſeven o'clock in the afternoon.

Note

Note 75. List of the Fleet under Admirals Hawke and Weſt, ſent out with a deſign to intercept M. de Guay and his Fleet.

Ships.	*Guns.*	*Commanders.*
St George,	90	Sir Ed. Hawke, K. B. Vice Admiral of the White.
		Capt. John Storr.
Buckingham,	70	Temple Weſt, Rear Admiral of the Red
		Capt. Michael Everitt.
Prince,	90	Charles Saunders.
Barfleur,	90	Lord Harry Powlett.
Prince George,	90	Geo. Bridges Rodney.
Culloden,	74	Henry Ward
Captain,	64	Charles Catford.
Lancaſter,	66	Hon John Hamilton.
Revenge,	64	Frederick Cornwall.
Orford,	66	Charles Stevens.
Prince Frederick,	64	J. H. Porter.
Naſſau,	64	George Cockburn.
Ipſwich,	64	Richard Tyrell.
Monmouth,	64	Henry Harriſon.
Elizabeth,	64	John Montagu.
Eſſex,	64	Robert Harland.
Medway,	60	Peter Denis.
York,	60	Hugh Pigot.
Weymouth,	60	Thomas Hanway.
Newcaſtle,	50	John Lloyd.
Colcheſter,	50	Arthur Gardiner.
Ambuſcade,	40	Joſeph Rowley.
Lyme,	24	Edward Vernon.

Note 76. A complete Liſt of the Britiſh Navy as it ſtood in 1756.

First Rates. 100 Guns.	Second Rates. 90 Guns.	
* Royal Anne	* Blenheim	Ramillies
Britannia	Duke	* Princeſs Royal
Royal George	Namur	Marlborough
* Royal Sovereign	St George	Union
† Royal William	Prince	Barfleur

† Cut down to a Ship of 84 Guns.

THIRD RATES.

80 Guns.

* Boyne
Princeſs Amelia
* Princeſs Caroline
Cambridge
* Cornwall
Prince George
Newark
* Norfolk
* Ruſſell

74 Guns.

Culloden
Invincible
Monarch
Terrible
Torbay
Magnanime

70 Guns.

Bedford
Berwick
Buckingham
Burford
Captain
Chicheſter
Edinburgh
Elizabeth
Eſſex
Prince Frederick
Grafton
Hampton Court
‡ Kent
* Lenox
Monmouth
Naſſau
Northumberland
* Royal Oak
Orford
* Princeſſa
Revenge
‖ Stirling Caſtle
* Suffolk
Somerſet
Vanguard
Yarmouth
Swiftſure

66 Guns.

Cumberland
Devonſhire
Lancaſter

64 Guns.

Fougueux
Ipſwich
Intrepid
Trident
* Vigilant

FOURTH RATES.

60 Guns.

St Alban's
Anſon
Auguſta.
* Canterbury
Defiance
* Dragon
Dreadnought
Dunkirk
Eagle
* Exeter
Jerſey
Kingſton
Lion
Medway
Princeſs Louiſa
Princeſs Mary
Prince of Orange
* Montagu
Nottingham
Pembroke
* Plymouth
* Rupert
* Rippon
* Strafford
Sunderland
* Superbe
Tilbury
‡ Tyger
Windſor
Weymouth
Worceſter
York
Warwick

50 Guns.

Advice
Aſſiſtance
Antelope
Briſtol
Centurion
* Chatham
Colcheſter
Cheſter
Deptford
Falkland
‡ Falmouth
Greenwich
* Glouceſter
Guernſey
Hampſhire
Harwich
Iſis
Litchfield
* Leopard
Newcaſtle
* Nonſuch
Norwich
* Oxford
Portland
Preſton
* Panther
* Ruby
Rocheſter
‡ Saliſbury
* Severn
Sutherland
* Taviſtock
Winchester

FIFTH RATES.

44 and 40 Guns.

† Adventure
America, unfit for ſervice
* Angleſea
Ambuſcade
Cheſterfield
Crown
* Diamond
Dover
* Eltham
Prince Edward
Expedition
Enterprize
Goſport
* Glory

* Prince Henry
Humber
Haſtings
* Hector
Jaſon
Kinſale
Launceſton
Ludlow Caſtle
† Lark
Liverpool
Looe
Lynn
* Mary galley
* Pearl
Penzance
* Pool
Rainbow
Roebuck
Romney, *fold*
† Saphire
South-Sea Caſtle
Thetis
Torrington
Woolwich

SIXTH RATES.
20 and 24 guns.

Amazon 26
Aldborough
Arundel
* Bellona
Biddeford
* Boſton
Bridgewater
Blandford
* Centaur
Deal Caſtle
* Durſley galley
Dolphin
Experiment
Flamborough
Fowey
* Fox
Gibraltar
Greyhound
Garland
Glaſgow
* Grand Turk
Hind
* Inverneſs
Kennington
Leoſtoffe 28
Lively
* Lys
Lyme 28
* Margate
Mercury
Mermaid
Nightingale
Phœnix
Port-Mahon
Queenborough
Renown 32
Roſe
Rye
Seahorſe
Shoreham
Squirrel
Seaford
Sheerneſs
Syren
* Sphynx
Surpriſe
Succeſs
Scarborough
Solebay 28
Tartar 28
Triton
Unicorn 28
Winchelſea
Wager

BOMBS.

Firedrake
Furnace
Granada

SLOOPS.

Alderney
Albany
Badger
Baltimore
Cruizer
Diſpatch
Falcon
Ferret
Fly
Fortune
Grampus
Happy
Hazard
Hornet
Hound
Jamaica
King's fiſher
Otter
Peggy
Peregrine
Porcupine
Ranger
Raven
Saltaſh
Savage
Scorpion
Shark
Speedwell
Swallow
Swan
Swift
Trial
Viper
Vulture
Waſp
Weazel
Wolf

YACHTS.

Royal Caroline
Catherine
Dorſet
Fubbs
Mary
William and Mary
Bolton
Chatham
Drake
Portſmouth
Queenborough

* Not employed all laſt War, and many of them broke up and ſold.
† Cut down to 32 guns.
‡ Worn out in the Eaſt Indies, and obliged to be left in the country.
Worn out, and left at the Havanna,

French

French Navy.

84 Guns.
Duc de Bourgogne.
Formidable
Foudroyant
Ocean
Soleil Royal
Tonnant

74 Guns.
Centaur
Conquerant
Courageux
Couronne
Defenſeur
Diademe
Entreprenant
Floriſſant
Glorieux
Guerrier
Hector
Heros
Heriſſant
Invincible
Intrepide
Juſte
Magnifique
Minotaur
Palmier
Protecteur
Prudent
Redoubtable
Robuſt
Sceptre
Souverain
Superbe
Temeraire
Theſée
Zodiaque

70 Guns.
Hardi
Dauphin Royal
Northumberland

64 Guns.
Achille
Actiff
Belliqueux
Bienfaiſant
Bizarre
Brillant
Capricieux
Celebre
Content
Dragon
Eveillé
Fantaſque
Lion
Orphée
Opiniatre
Hercule
Illuſtre
Inflexible
Prothée
Raiſonable
Sage
Solitaire
Sphinx
St Louis
Terrible
Triton
Vaillant
Modeſte
Vengeur

60 Guns.
Leopard
Le Corbillon
St Michel
Eole
Argonaut

50 Guns.
Alcion
Aigle
Amphion
Apollon
Aquilon
Arc-en-Ciel
Hippotame
Fier
Oreſlame
Tigre

RECAPITULATION.

6	ſhips of	84 guns.
29		74
3		70
29		64
5		60
72	Total ſhips the of line.	
10	of fifty guns	

FRIGATES.

Ships.	*Guns.*	*Ships.*	*Guns.*	*Ships.*	*Guns.*
Saphyr	44	Aigritte	32	Concorde	32
Hebe	40	Atalante	32	Fleur-de-Lys	32
Loire	44	Amethiſte	32	Licorne	32
Junon	46	Bellone	32	Sauvage	32
Danae	38	Brune	32	Sirene	32
Hermione	36	Arethuſe	32	Surpriſe	32
Diana	32	Comete	32	Oiſeau	32
				Veſtale	

Ships.	Guns.	Ships.	Guns.	Ships.	Guns.
Veſtale	32	Opale	24	Sloops.	
Blonde	32	Thetis	24	Oracle	26
Parfait	36	Pomone	24	Eſcarbucle	16
Echo	28	Omphalé	24	Biche	26
Roſe	26	Topaſe	24	Chevre	26
Zephyr	26	Galathée	22	Tourterelle	26
Emeraude	26	Mutine	24	Ecureuil	22
Felicité	26	Minerve	24	Penelope	22
Fidele	26	Guirlande	24	Levrette	22
Gracieuſe	26	Terpſichore	26	Anemone	22
Nymphe	26	Friponne	26	Amaranthe	22
Valeur	26	Pleyade	26	Hiacinthe	22
Herione	24	Malicieuſe	24	Cigogne	22

Note 77. The following Supplies were granted by Parliament for the Service of the current Year.

	£.	s.	d.
To make good the deficiency of the half-ſubſidies of tunnage and poundage, charged on the payment of ſeveral annuities, by the Acts 6. Ann, and 6. Geo. 1. to ſatisfy all annuities charged thereupon to Jan. 6th 1756. L.	71,181	13	3½
To make good the deficiency of grants for 1755.	3,038	6	10½
For the extraordinary expence of the office of ordnance for land-ſervice,	140,722	15	2
For the extraordinary expences of his Majeſty's land-forces, and other ſervices, incurred in the year 1755,	75,835	9	3
Upon account of ſupporting the colony of Nova Scotia in 1754,	687	2	7
Towards paying off and diſcharging the debt of the navy,	300,000	0	0
For 50,000 ſeamen, including 9138 marines, and the ordnance for ſea ſervice,	2,600,000	0	0
For the ordinary of the navy, including half-pay to ſea Officers,	219,021	3	0
Towards buildings, rebuildings, and repairs of his Majeſty's ſhips,	200,000	0	0
For 34,263 land-forces, including 3759 invalids in Great Britain, Guernſey, and Jerſey,	930,603	6	9
For maintaining the forces and garriſons in the Plantations, Minorca, and Gibraltar; and for proviſions for the garriſons in Nova Scotia, Newfoundland, Gibraltar, and Providence,	298,534	17	10½
For the charge of the office of ordnance for land-ſervice,	152,485	5	6
Carried forward, L.	4,998,058	7	3½

	£.	s.	d.
Brought forward,	4,998,058	17	3½
For defraying the charge of ten new regiments of foot,	91,919	10	0
For defraying the charge of eleven troops of light dragoons,	49,628	14	5
For the charge of the Royal American regiment of foot to be raiſed in North America,	81,178	16	8
For the charge of two regiments of foot ordered from Ireland to North America, and of four regiments of foot on the Iriſh eſtabliſhment, ſerving in North America and the Eaſt Indies,	79,915	6	0
For the reduced officers of the land-forces and marines,	38,000	0	0
For penſions to half-pay officers widows married before December 25th 1716,	2,484	0	0
For the officers and private gentlemen of the horſe and horſe-guards lately reduced, and the ſuperannuated gentlemen of the four troops of horſe-guards,	3,539	5	10
For the out-penſioners of Chelſea hoſpital, upon account,	53,955	19	6
For the ſupport of Greenwich hoſpital, upon account,	10,000	0	0
For building the hoſpital for ſick and wounded ſeamen, at Haſler, near Goſport,	20,000	0	0
To the Foundling hoſpital, towards enabling them to receive all children under a certain age,	10,000	0	0
For ſupporting and maintaining the colony of Nova Scotia, upon account,	55,032	19	0
For ſupporting the colony of Georgia, from June 24th 1755, to June 24th 1756, upon account,	3,557	10	0
For maintaining and ſupporting the Britiſh forts and ſettlements on the coaſt of Africa,	10,000	0	0
To enable his Majeſty to make good his engagements with the Empreſs of Ruſſia, purſuant to treaty,	100,000	0	0
—— with the Landgrave of Heſſe Caſſel, purſuant to treaty,	54,440	12	6
—— with the Elector of Bavaria, purſuant to treaty,	10,000	0	0
—— with the King of Pruſſia, purſuant to treaty,	20,000	0	0
Towards defraying the charge of 6544 foot, with the general officers, and train of artillery, the troops of the Landgrave of Heſſe Caſſel, in the pay of Great Britain, from Feb. 23d 1756, to to Dec. 24th 1756, both incluſive; together with the ſubſidy, purſuant to treaty,	163,357	9	9
Carried forward,	L. 5,854,768	7	1½

	£.	s.	d.
Brought forward,	5,854,768	7	1½
Towards defraying the charge of 8605 foot, with the general officers, train of artillery, and hoſpital; the troops of Hanover, in the pay of Great Britain, from May 11th 1756, to Dec. 24th 1756, both incluſive, - -	121,447	2	6
To defray the expences which have been or may be incurred by his Majeſty, in giving aſſiſtance to the diſtreſſed people of Portugal, -	100,000	0	0
Upon account, to be diſtributed in ſuch proportions as his Majeſty ſhall think fit, to the colonies of New England, New York, and Jerſey, in America, as a free gift and reward for paſt ſervices, and an encouragement to them to continue to exert themſelves with vigour in defence of his Majeſty's juſt rights and poſſeſſions,	115,000	0	0
To be given Sir William Johnſon, as a reward for his ſervices, - - -	5,000	0	0
To John Roberts, late governor of Cape Coaſt Caſtle in Africa, for his extraordinary charges in ſuppporting and defending the Britiſh forts and ſettlements there, againſt the hoſtilities of the Dutch, and encroachments of the French, in 1750, - - - - -	6,032	7	1
For paying to ſome Spaniſh merchants the value of their effects ſeized on board the Spaniſh polacre Anna Maria and St Felix (by Admiral Knowles's ſquadron) upon their aſſigning to truſtees for the public their right to theſe effects, - - - - -	13,869	7	10
Towards enabling the commiſſioners of Weſtminſter bridge to purchaſe houſes and grounds for widening the ſtreets leading from Charing-croſs to Weſtminſter-hall and Weſtminſter-bridge,	10,000	0	0
For erecting a monument in St Peter's, Weſtminſter, to the memory of Captain James Cornewall, - - - - -	3,000	0	0
Upon account, to enable his Majeſty to concert and take all ſuch meaſures as may be neceſſary to diſappoint or defeat the deſigns of his enemies, - - - - -	1,000,000	0	0
Total ſupplies granted, £.	7,229,117	4	6

Not

Note 78. **His Majeſty's Declaration of War againſt the French King; together with the King's Proclamation for the Diſtribution of Prizes, &c.**

GEORGE R.

THE unwarrantable proceedings of the French in the Weſt Indies, and North America, ſince the concluſion of the treaty of Aix la-Chapelle, and the uſurpations and incroachments made by them upon our territories, and the ſettlements of our ſubjects in thoſe parts, particularly in our province of Nova Scotia, have been ſo notorious, and ſo frequent, that they cannot but be looked upon as a ſufficient evidence of a formed deſign and reſolution in that court, to purſue invariably ſuch meaſures as ſhould moſt effectually promote their ambitious views, without any regard to the moſt ſolemn treaties and engagements. We have not been wanting on our part, to make from time to time the moſt ſerious repreſentations, to the French King, upon theſe repeated acts of violence, and to endeavour to obtain redreſs and ſatisfaction for the injuries done to our ſubjects, and to prevent the like cauſes of complaint for the future. But though frequent aſſurances have been given, that every thing ſhould be ſettled agreeable to the treaties ſubſiſting between the two crowns; and particularly, that the evacuation of the four neutral iſlands in the Weſt Indies ſhould be effected, (which was expreſsly promiſed to our ambaſſador in France), the execution of theſe aſſurances, and of the treaties on which they were founded, has been evaded under the moſt frivolous pretences; and the unjuſtifiable practices of the French governors, and of the officers acting under their authority, were ſtill carried on; till, at length, in the month of April 1754, they broke out in open acts of hoſtility, when in time of profound peace, without any declaration of war, and without any previous notice given, or application made, a body of French forces, under the command of an officer bearing the French King's commiſſion, attacked in a hoſtile manner, and poſſeſſed themſelves of the Engliſh fort on the Ohio in North America.

But notwithſtanding this act of hoſtility, which could not but be looked upon as a commencement of war; yet, from our earneſt deſire of peace, and in hopes the court of France would diſavow this violence and injuſtice, we contented ourſelves with ſending ſuch a force to America as was indiſpenſably neceſſary for the immediate defence and protection of our ſubjects, againſt freſh attacks and inſults.

In the mean time great naval armaments were preparing in the ports of France, and a conſiderable body of French troops imbarked for North America; and though the French ambaſſador was ſent back to England with ſpecious profeſſions of a deſire to accommodate theſe differences, yet it appeared, that their real deſign was only to gain time for the paſſage of thoſe troops to America, which they hoped would ſecure the ſuperiority of the French forces in thoſe parts, and enable them to carry their ambitious and oppreſſive projects into execution.

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In theſe circumſtances we could not but think it incumbent upon us, to endeavour to prevent the ſucceſs of ſo dangerous a deſign, and to oppoſe the landing of the French troops in America; and in conſequence of the juſt and neceſſary meaſures we had taken for that purpoſe, the French ambaſſador was immediately recalled from our court; the fortifications at Dunkirk, which had been repairing for ſome time, were enlarged; great bodies of troops marched down to the coaſt, and our kingdoms were threatened with an invaſion.

In order to prevent the execution of theſe deſigns, and to provide for the ſecurity of our kingdoms, which were thus threatened, we could no longer forbear giving orders for the ſeiſing at ſea the ſhips of the French King, and his ſubjects. Notwithſtanding which, as we were ſtill unwilling to give up all hopes that an accommodation might be effected, we have contented ourſelves hitherto with detaining the ſaid ſhips, and preſerving them, and (as far as was poſſible) their cargoes entire, without proceeding to the confiſcation of them. But it being now evident, by the hoſtile invaſion actually made by the French King, of our iſland of Minorca, that it is the determined reſolution of that court, to hearken to no terms of peace, but to carry on the war, which has been long begun on their part, with the utmoſt violence, we can no longer remain, conſiſtently with what we owe to our own honour, and to the welfare of our ſubjects, within thoſe bounds, which, from a deſire of peace, we had hitherto obſerved.

We have therefore thought proper to declare war, and we do hereby declare war, againſt the French King, who hath ſo unjuſtly begun it; relying on the help of Almighty God in our juſt undertaking, and being aſſured of the hearty concurrence and aſſiſtance of our ſubjects in ſupport of ſo good a cauſe; hereby willing and requiring our Captain-General of our forces, our commiſſioners for executing the office of our High Admiral of Great Britain, our lieutenants of our ſeveral counties, governors of our forts and garriſons, and all other officers and ſoldiers under them, by ſea and land, to do and execute all acts of hoſtility, in the proſecution of this war, againſt the French King, his vaſſals, and ſubjects, and to oppoſe their attempts; willing and requiring all our ſubjects to take notice of the ſame, whom we henceforth ſtrictly forbid to hold any correſpondence or communication with the ſaid French King, or his ſubjects. And we do hereby command our own ſubjects, and advertiſe all other perſons, of what nation ſoever, not to tranſport or carry any ſoldiers, arms, powder, ammunition, or other contraband goods, to any of the territories, lands, plantations, or countries of the ſaid French King; declaring, that whatſoever ſhip or veſſel ſhall be met withal, tranſporting, or carrying any ſoldiers, arms, powder, ammunition, or any other contraband goods, to any of the territories, lands, plantations, or countries of the ſaid French King, the ſame, being taken, ſhall be condemned as good and lawful prize.

And whereas there are remaining in our kingdom, divers of the ſubjects of the French King, we do hereby declare our royal intention

tention to do, that all the French ſubjects who ſhall demean themſelves dutifully towards us, ſhall be ſafe in their perſons and effects.

Given at our court at Kenſington, the 17th day of May 1756, in the 29th year of our reign.

God ſave the King.

An Abſtract of a Proclamation by the King, appointing the Diſtribution of Prizes taken, and the Bounty for taking or deſtroying Ships of War or Privateers of the Enemy, from the time of his Majeſty's Declaration of War againſt France. Dated July 7. 1756.

GEORGE, R.

Whereas by an act made in the laſt ſeſſion of parliament, *for the encouragement of ſeamen, and the more ſpeedy and effectual manning his Majeſty's navy*, it is enacted, That the flag-officers, commanders, and other officers, ſeamen, marines, and ſoldiers, on board every ſhip of war in our pay, ſhall have the ſole property of all ſhips and goods which they ſhall take after the 17th of May 1756, during the continuance of this war againſt France, (being firſt adjudged lawful prize), to be divided in ſuch proportions as we ſhall direct by proclamation; and as a further encouragement to take and deſtroy any ſhips of force belonging to the enemy, it is thereby enacted, That there ſhall be paid by the treaſurer of our navy, upon bills to be made forth by the commiſſioners of the navy, to be paid according to the courſe thereof, without fee, to the officers, ſeamen, marines, ſoldiers, or others, that ſhall have been actually on board any of our ſhips of war, or privateers, in any action where any ſhip of war or privateer ſhall have been taken from the enemy, or deſtroyed, L. 5 for every man which was living on board any ſhip ſo taken or deſtroyed, at the beginning of the engagement between them; the numbers of ſuch men to be proved by the oaths of three or more of the chief officers or men which were belonging to the ſhips of war or privateers of the enemy, or to any of them, at the time of their being taken as prize, or deſtroyed, before the chief magiſtrate of the port within our dominions, or before the Britiſh conſul or vice-conſul reſiding at any neutral port, to which ſuch prize, or officers or men of ſhips ſo deſtroyed, ſhall be brought; which oaths the ſaid magiſtrate, conſul, or vice-conſul, are required to adminiſter, and forthwith to grant a certificate thereof, without fee, to the commiſſioners of the navy; on producing which certificate if the ſhip be deſtroyed, or on producing the certificate, and an authentic copy of the condemnation of ſuch ſhip, if the ſhip be taken, the ſaid commiſſioners, or ſuch perſon as they ſhall appoint, ſhall, according to the courſe of the navy, within fifteen days, make out bills for the amount of ſuch bounty, directed to the treaſurer of the navy, payable to, and to be divided among the officers, ſeamen, marines, and ſoldiers, on board our ſhips of war, in manner as by our proclamation to be iſſued ſhall be directed; and among the owners, officers, and ſeamen, of any private ſhip of war,

in ſuch manner as by an agreement in writing they ſhall have entered into, ſhall be directed: but provided, that in caſe ſuch oath and certificate cannot be adminiſtered and granted at the firſt, then the ſame may be done at any port, within our dominions, or neutral port, to which ſuch prizes, or officers or men, ſhall be brought, (proof being firſt made, by affidavit, before ſuch chief magiſtrate, conſul, or viceconſul, of the inability of making ſuch oath, and obtaining ſuch certificate at the firſt port): We do, with the advice of our privy council, by this our proclamation, order, direct, and appoint, That the neat produce of all prizes taken by our ſhips of war, and bounty-money for taking or deſtroying the enemy's ſhips of war or privateers, be divided into eight equal parts, and be diſtributed in manner following, *viz.* To the captain or captains of any of our ſhips of war, who ſhall be actually on board at the taking of any prize, or at the taking or deſtroying any of the enemy's ſhips of war or privateers, three eighth parts; the flag-officer or officers, if any ſuch be actually on board, or directing and aſſiſting in the capture, to have one of the ſaid three eighth parts, to be paid in ſuch proportions as are herein after mentioned: To the captains of marines and land-forces, ſea-lieutenants and maſter, on board any ſuch ſhips, one eighth part, to be equally divided amongſt them: To the lieutenants and quartermaſters of marines, and lieutenants, enſigns, and quartermaſters of land-forces, boatſwain, gunner, purſer, carpenter, maſter's mate, chirurgeon, pilot, and chaplain, on board any ſuch ſhip, one eighth part, to be equally divided amongſt them: To the midſhipmen, ſecretary to flag-officers, captain's clerk, maſter-ſailmaker, carpenter's mates, boatſwain's mates, gunner's mates, maſter at arms, corporals, yeomen of the ſheets, coxſwain, quartermaſters, quartermaſter's mates, chirurgeon's mates, yeomen of the powder-room, and ſerjeants of marines or land forces, on board any ſuch ſhips, one eighth part, to be equally divided amongſt them: To the trumpeters, quarter-gunners carpenter's crew, ſteward, cook, armourer, ſteward's mate, cook's mate, gunſmith, cooper, ſwabber, ordinary trumpeter, barber, able ſeamen, ordinary ſeamen, and marine or other ſoldiers, and all other perſons doing duty, or aſſiſting on board any ſuch ſhips, two eighth parts, to be equally divided amongſt them: And in caſe any ſea-captain, inferior commiſſion or warrant ſea-officers, belonging to any ſhip of war, be abſent at the capture of any prize, or at the capture or deſtroying any ſhips of war or privateers of the enemy, the ſhare of ſuch ſea captain or inferior officer, ſhall be caſt into the ſhares (*i. e.* added to the two eighth parts) hereby allowed to the loweſt claſs, that laſt mentioned, to be equally divided amongſt them. Provided, That if any ſuch officer ſhall have more commiſſions or offices than one, he ſhall be intitled only to the ſhare which ſhall belong to his ſuperior commiſſion or office. And we do hereby ſtrictly enjoin all commanders of our ſhips of war, to tranſmit, as ſoon as may be, to the commiſſioners of our navy, a true liſt of the names of all the officers, ſeamen, marines, ſoldiers, or others, who were actually on board our ſhips of war under their command reſpectively, at the taking

king ſuch prize, or the taking or deſtroying ſuch ſhips of war or privateers of the enemy; which liſt ſhall contain the quality of the ſervice of each perſon on board, and be ſubſcribed by the captain or commanding officer, and three or more of the chief officers on board: And we do hereby require the commiſſioners of our navy, or any three or more of them, to cauſe ſuch liſts to be examined by the muſter-books of ſuch ſhips of war, and liſts annexed thereto; and, upon requeſt, forthwith to grant a certificate of the truth of any ſuch liſt, to the agents appointed by the captors, to take care or diſpoſe of ſuch prize, or of ſuch bounty-money; and alſo, upon application to them, to cauſe to be given to ſuch agents, all ſuch liſts from the muſter-book of any ſuch ſhips of war, and annexed liſts, as the agents reſpectively ſhall find requiſite for their direction in paying the produce of ſuch prizes, or the bounty, and to be otherwiſe aiding and aſſiſting to the agents as ſhall be neceſſary. And as touching the one eighth part before mentioned to be granted to the flag officer or officers, we do order that the following regulations be obſerved. 1. That a flag-officer commanding in chief, where there is but one flag-officer upon ſervice, ſhall have to his own uſe the whole eighth part. 2. That a flag-officer ſent to command, at Jamaica, or elſewhere, ſhall have no ſhare of prizes taken, or bounty-money for ſhips taken or deſtroyed, by ſhips employed there, before he arrives at the place to which he is ſent, and actually takes upon him the command. 3. That when an inferior flag-officer or private ſhips are ſent to reinforce a ſuperior flag-officer, at Jamaica, or elſewhere, the ſuperior flag-officer ſhall have no ſhare in prizes taken, or bounty for ſhips taken or deſtroyed, by them, before they arrive within the limits of his command, and actually receive ſome orders from him. 4. That a chief flag-officer returning home, from Jamaica, or elſewhere, ſhall have no ſhare of the prizes taken, or bounty-money for ſhips taken or deſtroyed, by the ſhips left behind him to act under another command. 5. That if a flag-officer is ſent to command in the outports of this kingdom, he ſhall have no ſhare of prizes taken, or bounty-money for ſhips taken or deſtroyed, by ſhips that ſailed from that port by order of the admiralty. 6. That when more flag-officers than one ſerve together, the eighth part which falls to their ſhare ſhall be divided in the following proportions, *viz.* if there be but two flag-officers, the chief ſhall have two thirds, and the other the remaining third; but if the number of flag-officers be more than two, the chief ſhall have only one half, and the other half ſhall be divided equally among the other flag-officers. 7. That commodores with captains under them, ſhall be eſteemed as flag-officers, with reſpect to an eighth part of prizes taken, and bounty-money for ſhips taken or deſtroyed, whether commanding in chief or ſerving under command.

Note 79. The French King's Declaration of War againſt Great Britain, proclaimed at Paris the 16th of June 1756; together with an Abſtract of the Edict publiſhed by the French King, for the Encouragement of Privateers.

By the King.

ALL Europe knows, that the King of England, in the year 1754, invaded the poſſeſſions of the King in North America; and that in the month of June, laſt year, the Engliſh navy, in contempt of the law of nations, and the faith of treaties, began to exerciſe the moſt violent hoſtilities againſt his Majeſty's ſhips, and againſt the navigation and commerce of his ſubjects.

The King, juſtly offended by this perfidy, and the inſult offered to his flag, ſuſpended during eight months the effects of his reſentment, and the diſcharge of what he owed to the dignity of his crown, only through the fear of expoſing Europe to the calamities of a new war. It was with this ſalutary view, that France at firſt oppoſed to the injurious proceedings of England only a conduct full of moderation.

Whilſt the Engliſh navy was taking, by the moſt odious violences, and ſometimes by the baſeſt artifices, the French ſhips which were ſailing with confidence under the protection of the public faith, his Majeſty ſent back to England a frigate which had been taken by the French navy, and the Engliſh ſhips continued their trade unmoleſted in the ports of France.

Whilſt the French ſoldiers and ſailors were treated with the greateſt ſeverity in the Britiſh iſlands; and, with reſpect to them, the bounds which the law of nature, and the common principles of humanity, have ſet to the moſt rigorous rights of war, were violated; the Engliſh travelled and reſided freely in France, under the protection of that regard which civilized people reciprocally owe to each other.

Whilſt the Engliſh miniſtry were, under the appearance of good faith, impoſing upon the King's ambaſſador by falſe proteſtations, they were putting in execution, in all parts of North America, orders directly contrary to the deceitful aſſurances that they gave of an approaching accommodation.

Whilſt the Court of London was draining the arts of intrigue, and the ſubſidies of England, to ſtir up other powers againſt the Court of France, the King did not even require of them thoſe ſuccours, which by guarantees and defenſive treaties he was authoriſed to demand, and only adviſed them to ſuch meaſures as were moſt conducive to their own peace and ſecurity.

Such has been the conduct of the two nations. The ſtriking contraſt of their proceedings ought to convince all Europe, of the views of jealouſy, ambition, and avarice, which incite the one; and of the principles of honour, juſtice, and moderation, by which the other is directed.

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The King was in hopes, that the King of England would have at length, purely from a regard to the rules of equity, and the intereſt of his own glory, diſavowed the ſcandalous exceſſes which his ſea-officers were continually committing. His Majeſty had even afforded him an opportunity of doing it, with equal juſtice and decorum, by demanding the ſpeedy and entire reſtitution of the French ſhips taken by the Engliſh navy; and had offered him, upon that preliminary condition, to enter into a negotiation concerning the other ſatisfactions which he had a right to expect, and to liſten to an amicable reconciliation of the differences relating to America.

The King of England having rejected this propoſition, the King could not but look upon his refuſal as the moſt authentic declaration of war; as his Majeſty had declared he ſhould do, in his requiſition. The Britiſh court might therefore have diſpenſed with a formality which was become unneceſſary. A more eſſential motive ſhould have engaged it not to ſubmit to the judgement of Europe, the pretended grievances which the King of England alledged againſt France, in the declaration of war which he cauſed to be publiſhed at London.

The vague imputations contained in that writing, have in reality no foundation; and the manner in which they are ſet forth, would be ſufficient to prove their weakneſs, if their falſity had not already been clearly demonſtrated in the memorial which the King has cauſed to be delivered at all courts, containing the ſubſtance of the facts, with their proofs, which relate to the preſent war, and the negotiations which preceded it.

There is nevertheleſs one important fact, which was not mentioned in that memorial, becauſe it was impoſſible to foreſee, that England would carry, ſo far as ſhe has done, her want of delicacy in the choice of the means of illuſion.

This regards the works erected at Dunkirk, and the troops which the King has cauſed to be aſſembled upon the coaſts of the ocean. To hear the King of England, in his declaration of war, who would not think, that theſe two objects occaſioned the order he gave to ſeize at ſea, the ſhips belonging to the King and his ſubjects? And yet no body is ignorant, that the works at Dunkirk were not begun till after the taking of two of his Majeſty's ſhips, which were attacked in a time of full peace by a ſquadron of thirteen Engliſh men of war. It is equally known to all the world, that the Engliſh navy had been making prizes of French ſhips for more than ſix months, when, towards the end of February laſt, the firſt battalions that the King ſent to the ſea-coaſts began their march.

If the King of England ſhould ever reflect upon the falſehood of the reports which have been made to him upon theſe two points, will he forgive thoſe who induced him to advance facts, the ſuppoſition of which cannot even be varniſhed by the leaſt ſpecious appearances?

What the King owes to himſelf, and what he owes to his ſubjects, have at laſt obliged him to repel force by force; but being firmly attached

tached to his natural ſentiments of juſtice and moderation, his Majeſty has directed his military operations only againſt the King of England, his aggreſſor; and all his political negotiations have no other view, but to juſtify the confidence which the other nations of Europe place in his friendſhip, and in the uprightneſs of his intentions.

It would be needleſs to enter into a more ample detail of the motives which have forced the King to ſend a body of his troops to the iſland of Minorca, and which at preſent oblige his Majeſty to declare war againſt the King of England; as he does hereby declare it, both by ſea and land. By acting upon principles ſo worthy of determining his reſolutions, he is ſecure of finding, from the juſtice of his cauſe, the valour of his troops, and the love of his ſubjects, thoſe reſources which he has always experienced on their part; and he relies principally upon the protection of the God of armies.

His Majeſty ordains and enjoins all his ſubjects, vaſſals, and ſervants, to fall upon the ſubjects of the King of England; forbids them in the moſt expreſs manner, from hereafter having any communication, commerce, or intelligence, with them, on pain of death; and his Majeſty hath in conſequence from henceforward revoked, and does revoke, all permiſſions, paſſports, ſafe-guards, and ſafe-conducts, which may have been given by himſelf, or by his Lieutenant-generals and other officers; and hath declared them, and doth declare them null, void, and of no effect; forbidding all perſons to have any regard thereto.

His Majeſty orders and commands the Duke de Penthievre, Admiral of France, the Marſhals of France, his Majeſty's Governors and Lieutenant-generals in his provinces and armies, Major-generals, Colonels, Captains, heads and conductors of his military people, as well horſe as foot, French and foreigners, and all other his officers whom it may concern, that they and each of them cauſe the purport of theſe preſents to be executed in the extent of their powers and juriſdictions; for ſuch is his Majeſty's pleaſure. He wills and intends, that theſe preſents ſhall be publiſhed and fixed up in all his cities, as well maritime as others, and in all the ports, harbours, and other places of his kingdom, and territories under his obedience, where it ſhall be needful, that none may pretend ignorance thereof.

Given at Verſailles, June 9. 1756.

LOUIS.

DE VOYER D'ARGENSON.

An Abſtract of the Edict publiſhed by the French King, for the Encouragement of Privateers.

1. The tenth due to the Admiralty is remitted.

2. Beſides the produce of the prizes, which ſhall wholly appertain to the captors, the following bounties ſhall be paid them out of the royal treaſury, viz.

100 livres per gun from 4 to 12 pounders, taken from merchantmen.
150 livres per gun of the ſame bore, taken from privateers.

200 livres

200 livres per gun of the ſame bore, taken from men of war.
150 livres per gun, 12 pounders and upwards, taken from merchantmen.
225 livres per gun of the ſame bore, taken from privateers
300 livres per gun of the ſame bore, taken from men of war.
30 livres per head for every priſoner taken out of a merchantman.
40 livres per head for ditto, out of a privateer
50 livres per head for ditto, out of a man of war.

The ſame bounties to be paid for every man on board at the commencement of any engagement.

The ſaid bounties to be augmented by one fourth for all ſuch privateers or men of war as ſhall be taken by boarding.

3. The ſaid bounties ſhall wholly appertain to the captain, officers, and crew, to be divided amongſt themſelves acccording to the ſhare they are to have in the produce of the prize, and purſuant to their agreement at the time of entering on board; the money to be paid to the captain or his repreſentative. The King promiſes other rewards to ſuch captains or officers as ſhall behave well, even to their receiving commiſſions in his marine, according to the circumſtances and ſtrength of the ſhips they ſhall have engaged.

4. Ships of 24 guns or upwards, that ſhall have been built for privateering, ſhall be taken by the government at the prime coſt, if they be not employed that way, or at the eſtimated price, if they have been ſo employed, when they ſhall be no longer authoriſed to cruize on the enemy; and alſo all ſhips of 24 guns or upwards, that ſhall be taken by privateers, and which ſhall be fit for ſervice, except the captors ſhall chuſe to make uſe of them themſelves, or ſell them along with the effects of the prizes.

5. In order to indemnify the owners of thoſe ſhips which ſhall take any privateers or men of war, of the damage they ſhall ſuſtain by ſuch engagements, the following premiums are to be paid them:

100 livres per gun from 4 to 12 pounders.
200 livres per gun from 12 pounders upwards.
70 livres per head for every effective man on board at the beginning of an engagement.

6. In regard to the prizes that ſhall be made by the ſhips fitted out on the King's account, the officers and crew ſhall have one third part of the net produce of all merchant ſhips, or more, according to the circumſtances.—They ſhall have, beſides, the ſame bounties as thoſe given in the ſecond article in favour of the privateers, except for men of war, for which there ſhall be paid 300 livres per gun from 4 to 12 pounders, 450 livres per gun from 12 pounds and upwards.—The ſaid ſums to be augmented by one fourth, when the ſaid frigates or men of war ſhall have been taken by boarding.

7. Thoſe privateers which ſhall ſail in company with the men of war, or join them at ſea, ſhall have their ſhare both in the produce of the prizes, as well as of the bounties of all ſhips that ſhall be taken in conjunction, in exact proportion to the guns they ſhall carry, without

without regard to the difference of the bore, ſize of the ſhips, or ſtrength of the crews.

8. Privateers ſhall be exempt from all taxes or duties whatſoever, on proviſions, artillery, ammunition, and all other neceſſaries for their conſtruction, victualling, and armament.

9. Thoſe officers and volunteers on board of privateers, that ſhall diſtinguiſh themſelves, ſhall be diſpenſed with from the uſual time of ſervice on board the men of war, in order to their being made captains.

10. The officers and ſailors on board of privateers, that ſhall be wounded and diſabled, ſhall receive the ſea half-pay, and penſions ſhall be allowed to the widows of thoſe that ſhall be killed.

11. The wages of the ſailors belonging to privateers of 24 guns or upwards, that ſhall deſert, ſhall belong to the owners, as well as their ſhare of the prizes.

12. The captains of the privateers ſhall not on any account ranſom any ſhip, except they ſhould already have ſent in, ſince their laſt going out, three effective prizes.

Note 80. A Liſt of the Fleet under Vice-Admiral Watſon, in the Diſpoſition with which he attacked the Fortreſs of Geriah.

Diviſion of King's ſhips.				*Diviſion of Company's ſhips.*	
Ships.	*Guns.*	*Men.*	*Commanders.*	*Ships.*	*Guns.*
				King's ſiſher,	16
				E. Ind. Comp. ſhips.	
Bridgewater,	24	160	Capt. W. Martin.	Revenge,	frigates.
Tyger,	60	400	T. Latham.	Bombay,	frigates.
Kent,	64	495	V.-A. Cha. Watſon. / Capt. H. Speke.	Guardian,	frigates.
Cumberland,	66	530	R.-A. Geo. Pocock. / Capt. J. Harriſon.	Drake, / Warren, / Triumph,	bomb-ketches.
Saliſbury,	50	350	T. Knowler.	Viper,	bomb-ketches.
Protector, Comp. ſhip.	44	300	Wm James.	Diſpatch,	bomb-ketches.

GERIAH,

The territories which the pirate Angria extended along the coaſt of Malabar, through four degrees of latitude. He poſſeſſed ſeveral good ports; but the principal one, and the capital of his dominions, was Geriah. This he had been at the greateſt pains to render impregnable: the fort mounted upwards of two hundred pieces of cannon; the walls were of a great height, and of immenſe thickneſs; all the ramparts which were not hewn out of the ſolid rock were built of maſſy ſtone, at leaſt ten feet in length, laid end-ways, ſo that the greateſt weight of metal made no impreſſion, and never could have effect-

ed

ed a breach. The garriſon when, beat from their batteries, found an aſylum behind the walls In attacking this place our people diſplayed great bravery; but it is evident that the terror occaſioned by ſo unuſual and dreadful a cannonade, was what obliged the garriſon to ſurrender.

Note 81. A Liſt of the Fleet on the Leeward Iſland Station, 1756.

Ships.	*Guns.*	*Men.*	*Commanders.*
Winchester,	50	350	Rear-Admiral Thomas Frankland. Capt. E. Le Cras.
Warwick,	60	400	M. Shuldham.
Anſon,	60	400	R. Man.
Briſtol,	50	350	L. Leſlie.
Humber,	40	240	S. Scott.
Fowey,	24	160	Richard Matthews.
Blandford,	24	160	Richard Watkins.
Surprize,	24	160	Richard Knight.
Trial,	14	100	Ed. Falkingham.
	292	1970	

French Ships on this Coaſt.

Ships.	*Guns.*	*Men.*	*Commanders.*
Prudente,	74	700	Capt. M. d'Aubigny.
Atalante,	30	300	
Zephyr,	26	200	

Note 82. A Liſt of the Fleet on the Jamaica Station, 1756.

Ships.	*Guns.*	*Men.*	*Commanders.*
Dreadnought,	60	415	Rear-Adm. Hon. Geo. Townſhend. Capt. John Wickham.
Princeſs Mary,	60	400	Tho. Craven.
Greenwich,	50	350	Robert Roddam.
Roebuck,	44	250	John Holwell.
Hind,	20	160	Timothy Nucella.
Garland,	20	160	Alexander Hood.
Wager,	20	160	William Preſton.

Note 83. A Liſt of the Fleet on the North America Station, 1756.

Ships.	*Guns.*	*Men.*	*Commanders.*
Grafton,	70	520	Capt. Charles Holmes.
Stirling Caſtle,	64	480	S. Corniſh.
Fougueux,	64	500	Richard Spry.

Ships.	*Guns.*	*Men.*	*Commanders.*
Nottingham,	60	400	S. Marſhall.
Litchfield,	50	350	M. Barton.
Centurion,	50	350	W. Mantell.
Norwich,	50	350	Hon. S. Barrington.
Sutherland,	50	350	Edward Falkingham.
Nightingale,	24	160	Ja. Campbell.
Kennington,	24	160	Dudley Digges.
Succeſs,	22	160	J. Rous.
Hornet,	14	100	S. Salt.
Vulture,	14	100	J. Scaife.
Jamaica,	14	100	Sam. Hood.

Note 84. Liſt of the French Fleet at Louiſburg this Seaſon.

Ships.	*Guns.*	*Men.*	*Commanders.*
Heros,	74	700	M. de Beauſſier.
Illuſtre,	64	600	M. de Montelais.
Licorne,	32	350	
Syren,	32	300	M. de Breugnon.

Note 85. Inſtructions to Admiral Byng.

On the 1ſt of April 1756, Admiral Byng received the following inſtructions from the Lords Commiſſioners of the Admiralty, addreſſed, To the Hon. John Byng, Admiral of the Blue Squadron of his Majeſty's Fleet.

Whereas the King's pleaſure has been ſignified unto us by Mr Fox, one of his Majeſty's principal Secretaries of State, that, upon conſideration of the ſeveral advices which have been received, relating to the ſuppoſed intention of the French to attack the iſland of Minorca, a ſquadron of ten ſhips of the line do forthwith ſail for the Mediterranean under your command; and whereas, we have appointed the ſhips named in the margin for this ſervice; you are hereby required and directed immediately to put to ſea with ſuch of them as are ready, (leaving orders for the reſt to follow you as ſoon as poſſible), and proceed with the utmoſt expedition to Gibraltar.

Ramillies, Culloden, Buckingham, Captain, Revenge, Trident, Lancaſter, Intrepid, Kingſton, and Defiance.

Upon your arrival there, you are to inquire whether any French ſquadron is come through the Streights; and if there is, to inform yourſelf as well as poſſible of their number and force, and if any of them were tranſports. And, as it is probable they may be deſtined for

for North America, and as his Majeſty's ſhips named in the margin, are either at or going to Halifax, and are to cruiſe off Louiſburg, and the mouth of the Gulph of St Laurence, you are immediately to take the ſoldiers out of ſo many ſhips of your ſquadron, as, together with the ſhips at and going to Halifax, will make a force ſuperior to the ſaid French ſquadron, (replacing them with landmen or ordinary ſeamen from your other ſhips), and then detach them under the command of Rear Admiral Weſt, directing him to make the beſt of his way off Louiſburg, and, taking the aforementioned ſhips, which he may expect to find there, under his command, to cruize off the ſaid place, and the entrance of the Gulph of St Laurence, and uſe his utmoſt endeavours to intercept and ſeize the aforeſaid ſhips, or any other ſhips belonging to the French that may be bound to or returning from any part of North America.

3d rates, Grafton,
—Stirling Caſtle,
—Fougueux,
4th Nottingham,
—Litchfield,
—Centurion,
6th Succeſs,
—Vulture ſloop.

If upon your arrival at Gibraltar, you ſhall not gain intelligence of a French ſquadron having paſſed the Streights, you are then to go on without a moment's loſs of time to Minorca; or if in conſequence of ſuch intelligence, you ſhall detach Rear Admiral Weſt, as before directed, you are to uſe equal expedition in repairing thither with the ſhips which ſhall remain with you; and if you find any attack made upon that iſland by the French, you are to uſe all poſſible means in your power for its relief. If you find no ſuch attack made, you are to proceed off Toulon, and ſtation your ſquadron in the beſt manner you ſhall be able, for preventing any ſhips getting out of that port; or for intercepting and ſeizing any that may get out; and you are to exert the utmoſt vigilance therein, and in protecting Minorca and Gibraltar from any hoſtile attempt.

You are alſo to be vigilant for protecting the trade of his Majeſty's ſubjects from being moleſted, either by the French or by cruizers from Morocco, or any other of the Barbary States; and for that purpoſe to appoint proper convoys and cruizers.

You are likewiſe to be as attentive as poſſible to the interception and ſeizing as well ſhips of war and privateers, as merchant ſhips belonging to the French, wherever they may be met with within the limits of your command. But in purſuance of the King's order in council, you are not to ſuffer any of the ſhips of your ſquadron to take any French veſſels out of any port belonging to the Ottoman Empire upon any pretence, nor to moleſt, detain, or impriſon the perſon of any of the ſubjects of the Ottoman Empire; and alſo not to ſeize nor detain any French ſhip or veſſel whatſoever, which they ſhall meet with in the Levant ſeas, bound from one port to another in thoſe ſeas, or to or from any ports of Egypt, having any effects of the Turks on board.

Princeſs Louiſa, Portland,
Deptford, Cheſterfield,
Dolphin, Phœnix,
Experiment, and Fortune ſloop.

Upon your arrival in the Mediterranean, you are to take under your command his Majeſty's ſhips and veſſels named in the margin, which are at preſent there.

If any ſhips of war ſhould ſail from Toulon, and eſcape your ſquadron, and proceed out of the Mediterranean, you are forthwith to ſend or repair yourſelf to England with a proportionable part of the ſhips under your command, obſerving that you are never to keep more ſhips in the Mediterranean than ſhall be neceſſary for executing the ſervices recommended to you.

To enable you the better to perform the above-mentioned ſervices, you are to take care to keep the ſhips and veſſels under your command in conſtant good condition, and to have them cleaned as often as ſhall be requiſite for that purpoſe.

Theſe inſtructions were dated at the Admiralty-Office, March 30th 1756, and were ſigned, Anſon, T. Villiers, William Rowley, Ed. Boſcawen, Bateman, and Rich. Edgecumbe.

By farther inſtructions, dated Admiralty-office March 31ſt 1756, and ſigned, Anſon, William Rowley, and T. Villiers, it was ſignified to the Admiral:

Whereas the King has been pleaſed to direct, that the royal regiment of Fuzileers, commanded by Lord Robert Bertie, ſhould ſerve on board his Majeſty's ſhips in the Mediterranean, and that the ſaid regiment ſhould be landed at Minorca, in caſe the Governor or Commander in Chief of that iſland ſhall think it neceſſary for its defence; and the Governor of Gibraltar having orders, in caſe a farther reinforcement ſhall be neceſſary at Minorca, to make a detachment equal to a battalion from his garriſon; which detachment, the Admiral or Commander in Chief of his Majeſty's ſhips in the Mediterranean, is to convoy to Minorca, on board the men of war, or ſuch tranſport-veſſels as you ſhall be able to provide for that purpoſe: We do, in purſuance of his Majeſty's pleaſure, ſignified to us by Mr Fox, one of his principal Secretaries of State, hereby require and direct you, to pay due obedience to his Majeſty's aforeſaid directions, by landing Lord Robert Bertie's regiment, in caſe the ſaid iſland of Minorca be attacked, and upon conſultation with the Governor, the ſame ſhould appear neceſſary; and you are not to confine yourſelf to the landing that regiment only, but alſo to aſſiſt with as many gunners and men from your ſquadron as might be ſerviceable, and the ſhips could poſſibly ſpare. You are likewiſe to pay due regard to his Majeſty's aforeſaid pleaſure, in relation to tranſporting a battalion from Gibralter to Minorca.

Given under our hands, the 31ſt of March 1756.

To the Hon. Admiral Byng, at Spithead.

Note

Note 86. Line of Battle given out by Admiral Byng, to be obſerved by his Fleet.

The Kingſton to lead with the Starboard, and the Defiance with the Larboard Tacks on Board.

Rates.	Frigates,	Guns.	Men.	Commanders.
5	Cheſterfield,	40	220	J. Lloyd.
6	Rhœnix, to repeat ſignals,	20	160	Hon. Aug. Harvey.
	Fortune, ſloop	14	100	Jer. Mapleſden.
6	Experiment.	20	160	James Gilchriſt.
6	Dolphin, to repeat ſignals.	20	160	Ben. Marlow.

Rates	Ships.	Commanders.	Guns.	Men.	Diviſion.
4	Kingſton,	William Parry,	60	400	Hon. John Byng, Adm. of the Blue.
	Deptford,	John Amherſt,	50	280	
3	Culloden,	Henry Ward,	74	600	
2	Ramillies,	Arthur Gardiner,	90	780	
3	Trident,	Philip Durell,	64	500	
4	Princeſs Louiſa,	Hon. Tho. Noel,	60	400	
3	Revenge,	Frederick Cornewall,	64	480	
	Intrepid,	James Young,	64	480	Temple Weſt, R. Adm. of the Red.
	Captain,	Charles Catford,	64	480	
	Buckingham,	Michael Everit,	68	535	
	Lancaſter,	Hon. Geo. Edgecumbe,	66	520	
	Portland,	Pat. Baird,	50	300	
	Defiance,	Thomas Andrews,	60	400	

Note

Note 87. A Liſt of the French Fleet before Mahon, under the command of M. de Galiſſoniere, 1756.

Ships.	*Guns.*	*Seam.*	*Sold.*	*Tot.*	*Commanders.*
Le Foudroyant,	84	700	250	950	M. de Galiſſoniere, Lieut. Gen. Capt. M. F. de l'Aiguille.
La Couronne,	74	650	150	800	M. de Clue, Chef d'Eſcadre. Capt. M. Gabanous.
Le Redoubtable,	74	650	150	800	M. de Glandeves, Chef d'Eſcadre. Capt. M. de Marconville.
Le Guerrier,	74	650	150	800	M. Villars de la Broſſe.
Le Temeraire,	74	650	150	800	M. de Beaumont le Maihe.
Le Triton,	64	500	100	600	M. de Mercier.
Le Lion,	64	500	100	600	M. de St Aignan.
Le Content,	64	500	100	600	M. de Sabran Grammont.
Le Sage,	64	500	100	600	M. du Reveſt.
L' Orphée,	64	500	100	600	M. de Raimondis.
Le Fier,	50	450	100	550	M. de Herville.
L' Hippotame,	50	450	100	550	M. de Rochemore.
Total in the line,	800	6700	1550	8250	

FRIGATES.

La Junon,	46	300		300	Capt. M. de Beauffier.
La Roſe,	30	250		250	M. de Coſtobelle.
La Gracieuſe,	30	250		250	M. de Marquiſſon.
La Topaze,	26	250		250	M de Carne Montelet.
La Nymphe,	26	250		250	M. de Callian.
Total.	958	8000	1550	9550	

Note

Note 88. A comparative view of the ſtrength of the Britiſh Squadron under Admiral Byng, and the French one under M. de Galiſſoniere, as to the number of guns, men, and weight of metal.

BRITISH SQUADRON.

Ships Names.	Guns.	Weight of Metal. Lower deck.	Middle deck.	Upper deck.	Men.	Killed	Wounded
Ramillies,	90	32	18	12	780	0	0
Culloden,	74	32		18	600	0	0
Buckingham,	68	32		18	535	3	7
Lancaſter,	66	32		18	520	1	14
Trident,	64	24		12	500	0	0
Intrepid,	64	32		18	480	9	39
Captain,	64	24		12	480	6	30
Revenge,	64	24		12	480	0	0
Kingſton,	60	24		9	400	0	0
Defiance,	60	24		12	400	14	45
Princeſs Louiſa,	56	24		12	400	4	13
Portland,	48	24		12	300	6	20
Total,	778				5875	43	168
FRIGATES.							
Deptford,	48				280	0	0
Cheſterfield,	40				250	0	0
Phœnix,	22				160	0	0
Dolphin,	22				160	0	0
Experiment,	22				160	0	0
Fortune ſloop,	14				100	0	0
Total,	946				6985	43	168

FRENCH SQUADRON.

Ships Names.	Guns.	Weight of Metal. Lower deck.	Upper deck.	Men.	Killed	Wounded
Le Foudroyant,	84	52	24	950	2	10
La Couronne,	74	42	24	800	0	3
Le Guerrier,	74	42	24	800	0	43
Le Temeraire,	74	42	24	800	0	15
Le Redoubtable,	74	42	24	800	12	39
Le Triton,	64	36	24	600	8	14
Le Lion,	64	36	24	600	2	7
Le Content,	64	36	24	600	5	19
Le Sage,	64	36	24	600	0	8
L' Orphée,	64	36	24	600	10	9
Le Fier,	50	36	24	550	0	4
L'Hippotame,	50	36	24	550	2	10
Total,	800			8250	38	181
FRIGATES.						
La Junon,	46			300	0	0
La Roſe,	30			250	0	0
La Gracieuſe,	30			250	0	0
La Topaze,	26			250	0	0
La Nymphe,	26			252	0	0
Total,	958			9552	38	181

Note 89. A List of the Reinforcement of Ships ſent to Admiral Byng, under the command of Commodore Broderick.

Ships.	*Guns.*	*Men.*	*Commanders.*
Prince George,	80	635	Thomas Broderick, Com. / Capt. Abraham North.
Ipſwich,	64	520	Richard Tyrrell.
Naſſau,	64	520	James Sayer.
Hampton Court,	64	520	James Webb.
Hiſ,	50	320	Edward Wheeler.
Total,	322	2515	

Note 90. A Deſcription of the Iſland of Minorca.

The iſland of Minorca, in the Mediterranean ſea, lies about ſixty leagues ſouth of Catalonia in Spain, and, with Majorca, Ivica, and Formentera, conſtituted the ancient kingdom of Majorca. The Lat. of Mahon is 39. 46. N. The whole iſland contains 151,040 ſquare acres, being thirty-three miles in length, and varying in breadth from ten to thirteen; in compaſs, ſixty-two miles. Its diviſions or terminos are, Mahon, Alaior, Cuidadella, and the united terminos of Mercadel and Frererias. The native inhabitants are computed to be about twenty-ſeven thouſand, and the rents of all the lands L. 900,039.

Mahon is now the capital, the Engliſh having removed the court of juſtice thither from Cuidadella, and made it the ſeat of government on account of its ſituation, being near the principal harbour, and the caſtle of St Philip, which is the only conſiderable fortreſs in the iſland. Mahon is built on an elevated ſituation, the aſcent from the harbour over which it hangs is very ſteep, the proſpect from it is extenſive, and the air pure. The buildings are univerſally of free-ſtone, and either covered with tiles, or flat-roofed, and terraced with the ſame materials that they uſe for their floors. The ſtreets are narrow and unpaved; the native rock appears almoſt every where. There is a fine wharf at the foot of the hill on which the town ſtands, the weſtern end of which is ſet apart for careening and repairing his Majeſty's ſhips. The depth of water is ſuch, that ſhips of the largeſt ſize can come cloſe to the quay.

About a mile below Mahon is Engliſh Cove, a general watering place for the navy; here the harbour is near a mile over, and is divided by a ſmall iſland of about twelve acres, called *Bloody Iſland*. Upon this ſpot, which the cool breezes of the ſea render comfortable, there is a capacious hoſpital for the navy, with decent and convenient lodgings for the naval officers.

On a neck of land that divides the entrance of the harbour from a ſmall creek called St Stephen's Cove, ſtands St Philip's caſtle; and its numerous outworks extend to the ſhores on both ſides. The body of

of the fortification conſiſts of four baſtions, and as many curtains, ſurrounded with a deep ditch, which is hewn out of the ſolid rock, and the ſtone that was dug out ſerved to build the walls.

The communication from the lower area to the top of the rampart is by ſtairs, the ſteps of which are about ten feet long, three broad, and riſe one foot. The lower edge of the ſtep is of free-ſtone, and there the riſe is only three inches: the reſt ſlope gently upwards, and is of common pavement. Theſe ſtairs are not only an eaſy aſſent for men, but alſo for mules and aſſes with burthens.

The whole body of the place is undermined, and very ſerviceable ſubterraneous works are contrived in the rock, with neceſſary communications. This fortreſs completely commands the entrance of the harbour of Mahon.

Contiguous to the citadel, was the town of St Philip's, in which moſt of the officers of the garriſon were lodged: but this town is now entirely demoliſhed, and a new one built near a mile farther off, and cloſe to the harbour, where is a very convenient wharf. The reaſon of demoliſhing the old town of St Philip's, was the great ſhelter it afforded the enemy in their approaches to the place in the ſiege of 1756.

Cape Mola is high land, and almoſt ſevered from the iſland by Philipet Cove, and a ſmall bay on the north ſide. It might be rendered an almoſt impregnable fortreſs at a moderate expence

Minorca is well ſupplied with fine vegetables. The lakes four miles north of Mahon abound with mullets and other fiſh; and in winter they have great variety of wild fowls.

Columba, a ſmall iſland adjoining to this, has its name from the vaſt numbers of wild pigeons that breed in the clifts of the rock.

Their exports are as follows, viz. cheeſe, L. 800 yearly; wool, L. 900; wine exported and home-conſumption, moſtly by the troops, L. 16,000; honey, wax, and ſalt, L. 400; in all, L. 18,000. Their importations may be reckoned as follows, viz. for wheat, tobacco, linens, woollens, groceries, &c. L. 71,200. By this it appears that there is a balance againſt them of L. 53,100, which enormous balance they are enabled to ſupport by the money ſpent among them by the troops, which is nearly as much as the above balance. Since the iſland has been in the hands of the Britiſh, the inhabitants have greately enlarged their vineyards; their wine is generally ſold at L. 1, 15 s. the hogſhead. Minorca in 1741 contained ſeven thouſand black cattle, ſixty thouſand ſheep, twenty thouſand goats, and four thouſand hogs.

Note 91. Return of the Garriſon of Fort St Philip's, when attacked by the French, May 8th 1756.

Regiments, &c.	Lt Colonels.	Majors.	Captains.	Subalterns.	Chaplains.	Adjutants.	Qr Maſters.	Surgeons.	Surg. Mates.	Serjeants.	Corporals.	Drummers.	Centinels fit for duty.	Sick.	Total.
4th, King's own,	1	1	6	12	1	1	1	1	1	28	27	18	610	6	616
23d, Welſh Fuzileers,	-	1	4	14	1	1	1	1	1	24	26	17	608	7	615
24th,	1	1	7	13	1	1	-	1	-	23	27	16	605	18	623
34th,	1	1	8	12	-	1	1	1	1	29	29	19	637	13	650
Total of the regiments,	3	4	25	51	3	4	3	4	3	107	109	70	2460	44	2504
Gibraltar detachment,	-	-	-	1	-	-	-	-	-	2	3	1	39	-	39
Marines,	-	-	1	2	-	-	-	-	-	4	4	2	97	7	104
Artillery,	-	-	2	5	-	-	-	1	-	3	11	2	83	2	85
Sailors,	-	-	-	-	-	-	-	-	-	-	-	-	-	-	141
Volunteers, 8. Greeks, 32. Jews, 10.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50
Total,	3	4	28	59	3	4	3	5	3	116	127	75	2679	53	2923
Total of Officers, &c.															3352

Note 92. Terms on which Minorca ſurrendered, Returns, &c.

Return of the Shot and Shells, &c. Expended during the Siege.

	Pounders.	Double.	Grape.	Round.
Shot.	32	152	53	400
	24	0	0	2061
	18	155	490	17600
	12	3	171	6059
	9	13	19	1940
	6	0	37	489
	4	0	148	550
	3	0	13	28
	1½	0	9	0
	Total,	323	940	32728

Shells.	12½	-	1972
	7½	-	1385
	6½ Inches.	-	1551
	5½	-	5138
	4⅗	-	16572
Hand-grenades,			1052
		Total,	27670
Carcaſſes,	12½ round,		79
	10 oblong,		41
Fire-balls,		-	86
Powder,		lib.	553640

Return of the Guns and Mortars diſabled in St Philip's during the Siege.

8, 2, 9, 5, 6, 5, 3, 1	Guns.	32, 24, 18, 12, 9, 6, 4, 1½	Pounders.	1, 1, 1, 6	Mortars 8, 7, 5½, 4⅗ Inch bore.

N. B. Two 13 inch, and two 8 inch mortars, on the ſouth-eaſt curtain

curtain of the caſtle, though not returned diſabled, were ſo much blown and cracked, that they would not have ſtood above a day or two longer briſk firing.

Articles of Capitulation propoſed by Lieutenant-General Blakeney, for his Britannic Majeſty's Garriſon of the Caſtle of St Philip, in the Iſland of Minorca.

ARTICLE 1. That all acts of hoſtility ſhall ceaſe, until the articles of capitulation are agreed upon and ſigned.

ANSWER. Granted.

ART. 2. That all honours of war ſhall be granted the garriſon on their ſurrender; ſuch as, to march out with their firelocks on their ſhoulders, drums beating, colours flying, twenty-four charges for each man, match lighted, four pieces of cannon, and two mortars, with twenty charges for each piece; a covered waggon for the governors and four others for the garriſon, which ſhall not be ſearched on any pretence.

ANSWER. The noble and vigorous defence which the Engliſh have made, having deſerved all marks of eſteem and veneration that every military perſon ought to ſhew to ſuch actions; and Mariſchal Richelieu being deſirous alſo to ſhew General Blakeney the regard due to the brave defence he has made, grants to the garriſon all the honours of war that they can enjoy, under the circumſtance of their going out for an embarkation, to wit, firelocks on their ſhoulders, drums beating, colours flying, twenty cartridges for each man, and alſo lighted match. He conſents likewiſe, that Lieutenant-General Blakeney, and his garriſon, ſhall carry away all the effects that ſhall belong to them, and that can be put into trunks. It would be uſeleſs to them to have covered waggons; there are none in the iſland; therefore they are refuſed.

ART. 3. That all the garriſon, including all the ſubjects of his Britannic Majeſty, as well civil as military, ſhall have all their baggage and effects ſecured, with liberty of removing and diſpoſing of them as they ſhall think proper.

ANSWER. Granted, except to the natives of the iſland, upon condition, that all the lawful debts of the garriſon to the Minorquins, who are to be conſidered as French ſubjects, ſhall be paid.

ART. 4. That the garriſon, including the officers, artificers, ſoldiers, and other ſubjects of his Britannic Majeſty, with their families, who ſhall be willing to leave the iſland, ſhall be provided with proper tranſport-veſſels, and conducted to Gibraltar by the ſhorteſt and moſt direct navigation; that they ſhall be landed there immediately upon their arrival, at the expence of the Crown of France; and that they ſhall be ſupplied with proviſions out of thoſe that may be yet remaining in the place at the time of its ſurrender, as long as they ſhall remain in the iſland, and during their voyage at ſea, and that in the ſame proportion as they receive at preſent.

ANSWER. Tranſport-veſſels ſhall be furniſhed from among thoſe which are in the pay of his Moſt Chriſtian Majeſty, and proper for the military and civil garriſon of Fort St Philip, and their families. Theſe veſſels ſhall carry them by the ſafeſt navigation to Gibraltar, with the ſhorteſt delay poſſible, and ſhall land them immediately, upon condition, that, after their being landed, theſe ſhips ſhall be provided with ſufficient paſſports, that they may not be moleſted on their return to the port of France they ſhall be bound for: And hoſtages ſhall be given for the ſafety of the tranſport-veſſels, and their crews, who ſhall embark in the firſt neutral ſhip that ſhall come to fetch them, after the ſaid veſſels ſhall be returned in the port of France.

The garriſon ſhall alſo be ſupplied with proviſions, as well during their ſtay in the iſland as for twelve days voyage, which ſhall be taken from thoſe that ſhall be found in the Fort St Philip, and diſtributed, on the footing that they have been uſually furniſhed to the Engliſh garriſon; and if more be wanted, it ſhall be furniſhed, paying for it as ſhall be agreed by commiſſaries on both ſides.

ART. 5. That proper quarters ſhall be provided for the garriſon, with an hoſpital fit for the ſick and wounded, whilſt the tranſports are getting ready, which ſhall not exceed a month, to be reckoned from the day of ſigning this capitulation; and with regard to thoſe who ſhall not be in a condition to be tranſported, they ſhall ſtay; and care ſhall be taken of them till they are in a condition to be ſent to Gibraltar by another opportunity.

ANSWER. The veſſels being ready for the tranſporting the garriſon, the providing quarters, as demanded, becomes unneceſſary; they ſhall go out of the place with the leaſt delay, in order to proceed to Gibraltar. And with regard to thoſe who cannot be embarked immediately, they ſhall be permitted to remain in the iſland; and all the aſſiſtance they ſhall want ſhall be given them for their going to Gibraltar, when they ſhall be in a condition to be embarked. A liſte of them ſhall be drawn up, and the neceſſary paſſports ſhall be left, for a ſhip to go and return; and an hoſpital ſhall alſo be furniſhed for the ſick and wounded, as ſhall be ſettled by the reſpective commiſſaries.

ART. 6. That the governor ſhall not be accountable for all the houſes that ſhall have been burnt or deſtroyed during the ſiege.

ANSWER. Granted for the houſes deſtroyed or burnt during the ſiege; but ſeveral effects, and titles of the admiralty-court, which have been carried into the fort, ſhall be reſtored, as well as the papers of the town-houſe, which have been carried away by the receiver, and the papers and titles relating to the ladings of the French merchant-ſhips, which have alſo been retained.

ART. 7. When the garriſon ſhall come out of the place, no body ſhall be permitted to debauch the ſoldiers, to make them deſert from their regiments; and their officers ſhall have acceſs to them at all times.

ANSWER. No ſoldier ſhall be excited to deſert; and the officers ſhall have an entire authority over them to the moment of their embarkation.

ART.

ART. 8. An exact diſcipline ſhall be obſerved on each ſide.

ANSWER. Granted.

ART. 9. That ſuch of the inhabitants of the iſland as have joined the Engliſh for the defence of the place, ſhall have leave to remain, and to enjoy their goods and effects in the iſland without being moleſted.

ANSWER. General Blakeney and Mariſchal Richelieu cannot fix or extend the authority of the Kings, their maſters, over their ſubjects; it would be ſetting bounds to it, to oblige them to receive in their dominions thoſe whom they ſhould not think proper to have ſettled there.

ART. 10. That all priſoners of war ſhall be reſtored on each ſide.

ANSWER. All priſoners that have been made during the ſiege ſhall be reſtored on each ſide; ſo that when the French return thoſe they have, the piquets, which were taken going to join the French fleet the day Admiral Byng appeared before Mahon, ſhall be reſtored.

ART. 11. That Mr Cunningham, the engineer, who acted as a volunteer during the ſiege, ſhall have a paſſport, and leave to go wherever his affairs require.

ANSWER. Granted.

ART. 12. Upon the foregoing conditions, his Excellency the Lieutenant-General Governor conſents, after the hoſtages ſhall have been exchanged for the faithful execution of the above articles, to deliver up the place to his Moſt Chriſtian Majeſty, with all the magazines, ammunition, cannon, and mortars, except thoſe mentioned in the ſecond article; and to point out to the engineers all the mines and ſubterraneous works. Done at the Caſtle of St Philip, the 28th of June 1756.

ANSWER. As ſoon as the foregoing articles ſhall have been ſigned, the French ſhall be put in poſſeſſion of one of the gates of St Philip's Caſtle, as well as of the Forts Marlborough and St Charles, upon the hoſtages being ſent on both ſides, for the faithful execution of the foregoing articles.

The ſtaccado that is in the port ſhall be removed, and the going in and coming out ſhall be left open, at the diſpoſition of the French, until the whole garriſon has marched out; in the mean time the commiſſaries on both ſides ſhall be employed; thoſe on the part of his Excellency General Blakeney, in making an eſtimate of the effects in the military magazines, and others; and thoſe on the part of his Excellency Mariſchal Richelieu, in receiving them; and to deliver to the Engliſh ſuch part thereof as has been agreed upon. Plans ſhall alſo be delivered of the galleries, mines, and other ſubterraneous works.—— Done at St Philip, the 29th of June 1756.

Caſualties

Caſualties at the ſiege of Fort St Philip, in the iſland of Minorca, from 8th May to 28th June, inclusive, 1756.

Regiments.	During the ſiege.					At the attack June 27. & 28 in the morning.		
	Killed.	Wounded.	Dead of Wounds	Dead of Diſeaſe	Deſerted.	Killed.	Wounded.	Miſſing.
Royal regiment of artillery,	8	18	3	0	0	2	1	1
4th, or King's own regiment, commanded by Colonel Duroure,	14	68	5	3	1	7	7	0
23d, or Royal Welſh Fuzileers, commanded by Lieut.-Gen. Huſke,	19	83	5	2	2	9	7	0
24th regiment, commanded by the Hon. Colonel Cornwallis,	6	61	3	3	4	0	7	0
34th, commanded by Col. Thomas Earl of Effingham, -	12	77	7	2	0	1	3	0
Captain Scroop's detachment,	10	33	3	0	0	1	2	0
Total,	69	340	23	10	7	20	27	1

Names of the Officers killed and wounded.

Killed.

4th regiment, Lieutenant Whitehead.
34th ———, Captain Hobby.
Lieutenant Armſtrong.

Wounded.

23d regiment, Lieutenant Young.
24th ———, Major Godfrey.
Lieutenant Francis.
34th ———, Captain Sir Hugh Williams, Baronet.
Major Cunningham, engineer.

Note 93. Admiral Byng's Speech to the Court-Martial.

Gentlemen,

When I conſider, that the charge exhibited againſt me is of ſo criminal a nature, ſo copious in its circumſtances, and depends on ſuch a multiplicity of facts, I cannot but be very ſenſible of the inconvenience

nience I labour under, in being, by the practice of courts-martial, denied the aid of counſel on this occaſion; and this the rather as I am ſo little verſed in the method of defence, having, during the courſe of ſo long a ſervice, never yet been reduced to the neceſſity of ſtudying it. What I ſhall now lay before this Court will have nothing more than plain truth to ſupport it; an advocate altogether ſufficient, where the candour and capacity of my judges will, I am perſuaded, ſupply any defects and omiſſions which may proceed from inadvertency or inexperience.

It is my misfortune to have laboured under the diſadvantage of a popular and almoſt national prejudice. For what reaſons this ſpirit has been raiſed, and by what means propagated, is not the buſineſs of this court to determine; but I have the ſatisfaction to find the time arrived, when I have an opportunity of proving my innocence before judges whoſe integrity is above corruption, and when my proſecutors are perſons (for ſuch indeed are the preſent) who deſire nothing more than equal and impartial juſtice, and ſtand indifferent to my condemnation or acquittal. By this means I am at once ſecured from being borne down by popular clamour, or cruſhed beneath the weight of an overbearing power.

It has been ſaid, and indeed very induſtriouſly echoed through the whole kingdom, that the loſs of St Philip's caſtle was ſolely owing to my miſconduct; and that Minorca might have been relieved, if I had done my duty. As this national calamity has been urged in order to excite a national reproach againſt me, I muſt beg leave, in the firſt place, to refute this aſperſion; and ſhould this part of the accuſation be once clearly anſwered, and the prejudice removed, certain I am the charge of perſonal cowardice in the action will ſoon vaniſh; for I am confident, had it not been convenient, nay, I may ſay neceſſary, for ſome perſons to ſhelter themſelves from the former part of the charge, no man living would ever have thought of calling upon me for a juſtification with reſpect to the latter.

It may ſeem ſomewhat ſingular, that being accuſed of two offences, one whereof is capital, the other not, I ſhould appear more ſolicitous to acquit myſelf of that which is only a miſdemeanor, than of that which directly affects my life. But how little regard ſoever I may be repreſented to have had for my honour, permit me to ſay, I ſtill retain ſo juſt a ſenſe of its value, as to prefer death to the diſgrace that ought to attend the author of ſo inglorious a calamity to his country. If, then, I can acquit myſelf of this imputation, (which I am confident I can), I ſhall with ſpirit proceed to my defence againſt the charge of cowardice, and treat it with the contempt it deſerves. One favour I have to beg of the Court, that the two charges may be kept diſtinct, and by no means blended together, as the fate of Minorca did not at all depend upon this backwardneſs (as it is called) in time of action

The firſt, and what I think the principal part of my defence, conſiſts in ſatisfying the Court that I did the utmoſt in my power to relieve Minorca. If, in the courſe of this, I ſhould happen, from the neceſſity

neceſſity of ſelf-defence, to glance ſome blame upon others, I hope to ſtand excuſed; eſpecially as my innocence in many reſpects is ſo intimately connected with their neglect, that a vindication of the one muſt neceſſarily enforce an expoſition of the other: A hard neceſſity, I muſt confeſs, and impoſed upon me much againſt my inclination, ſince no man in my ſituation would wiſh to contend with ſuch potent adverſaries. I deſire not to become an accuſer; but if the loſs of Minorca muſt be imputed either to me, or to thoſe who ſent me on the expedition, they who have ſo falſely fixed the imputation on me, in order to protect themſelves, can with little ſhew of juſtice complain of my retorting a charge ſo unjuſtly applied to me.——But to proceed:

In order to determine whether I did my utmoſt on this occaſion, I apprehend, the conſideration of what I could do ſhould be previous to any determination of what I ought to have done. And give me leave to lay it down as an undeniable fact, and which I ſhall prove, that the French fleet was ſuperior in the ſize of their ſhips, weight of metal, and number of men, beſides their advantage in point of ſailing, which enabled them to fight, or avoid fighting, as beſt ſuited their purpoſes. Though this fact is now notorious, yet permit me to obſerve, that the contrary was, with an uncommon ſtrain of induſtry and confidence, aſſerted. Nor indeed am I ſurpriſed at its gaining an almoſt univerſal credit, when the Gazette, a paper ſuppoſed to be publiſhed by authority, was proſtituted to ſpread a falſe liſt of the ſtrength of both the fleets among the people, not only by undervaluing the enemy's force, of which it is poſſible the writer might be ignorant, but by over-rating mine, in which it is impoſſible he ſhould be innocent.

I do not plead the ſuperiority of the enemy as a reaſon for not attacking them, but only why ſuch an attempt might not only poſſibly, but moſt probably, be unſucceſsful; ſince it is evident, that, notwithſtanding my previous information of their ſtrength, I did not heſitate to attack, and to do the utmoſt in my power to defeat them. And I have the rather been induced to particulariſe this circumſtance, becauſe you will find, by a letter from me to the admiralty, that the only reaſon pretended for the diſmiſſion from my command was, retreating from an inferior force. Now, inſtead of my retreating from inferior force, that a ſuperior force retreated from me, when the fleet was unable to purſue, I ſhall manifeſt beyond all contradiction; and cannot help obſerving, that perhaps I am the firſt inſtance of a commander in chief whoſe diſgrace proceeded from ſo unfortunate a miſtake.

I would aſk, With what view or intention I was ſent out on this expedition? If it be anſwered, To protect or relieve Minorca, which is the ſeeming language of my inſtructions, I would again aſk, Did thoſe who ſent me apprehend that Minorca could be invaded before my arrival, and the deſcent covered by a ſuperior ſquadron, when they ſent me out with ſo inadequate a force? If they did, their

conduct

conduct is unjuſtifiable; if they did not, their ignorance is inexcuſable.

This, I preſume, is ſufficient to unravel the political ſecret, why the enemy's force has been ſo induſtriouſly leſſened, and mine ſo extravagantly magnified, when at the ſame time it is known to almoſt every man in the ſquadron I commanded, that it conſiſted of ſeveral of the worſt conditioned ſhips, and moſtly the worſt manned, of any perhaps in his Majeſty's navy.

I think I may venture to affirm, that it was not foreſeen or expected that the fleet in the Mediterranean would come to action; ſince it will appear from my very inſtructions themſelves, that no ſuch ſervice was ever ſuppoſed probable, or that the enemy could have a force ſufficient to venture an engagement at ſea. In theſe, you will find, I am ordered, if, on my arrival at Gibraltar, the French fleet ſhould have paſſed out of the Mediterranean, to ſend a detachment, under the command of Rear-Admiral Weſt, after them to North America. Can it be meant, that I was to detach eight ſhips out of the ten? as no leſs would have been neceſſary to inſure ſucceſs, and make the ſuperior force ordered in my inſtructions.—Again, I am ordered, when arrived at Minorca, to aſſiſt the garriſon with Lord Robert Bertie's regiment, and as many gunners and men as I could ſpare out of the fleet. Does not this ſuppoſe the ſea to be open, and the fleet unoppoſed? or the order would be abſurd; for how could it be expected I ſhould diſarm the ſquadron, by ſending part of its proper compliment (which pleaſe to obſerve the fuzileers were) on ſhore, when the whole was too little to inſure ſucceſs at ſea? I am farther ordered, if Minorca was not attacked, to block up Toulon. What! block up a ſuperior fleet with an inferior! And all this ſervice, you will pleaſe to obſerve, was expected from a fleet, which, when collected, was ſtill inferior to the enemy's: I ſay collected; becauſe, as the iſland was actually attacked, it is indiſputable the ſhips then at Mahon might have been blocked up, and taken or deſtroyed by the enemy, as they did not quit the harbour until two days after the French had arrived off the iſland, and part of their troops were landed in the neighbourhood of Mahon.

Does not all this evince, that fighting was the leaſt intentional part of my inſtructions? And if the Admiralty had expected an engagement, is it not to be ſuppoſed they would have ſent more ſhips, as ſo many fine ſhips, manned, or nearly ſo, then lay at Spithead, and would have afforded me the uſual and neceſſary ſupply of fire-ſhips, tenders, hoſpital and ſtore ſhips, inſtead of avoiding any anſwer to my requeſt, that a frigate might be added to my ſquadron, to repeat ſignals, in caſe of meeting with the enemy before I joined the ſhips then in the Mediterranean? But indeed I was poſitively aſſured, before my departure, from the higheſt naval authority, that the enemy could not fit out more than ſix or ſeven ſhips of the line at moſt.

Under theſe unfavourable circumſtances, without ſuch intelligence of the enemy's force as could enable me to judge of it, determined to do my duty, I took the command of the ſquadron, ſuch as it was, many

ſhips foul, and one in particular, viz. the Intrepid, reported unfit for the voyage. With theſe I proceeded as expeditiouſly as poſſible: and though it has been maliciouſly given out, (yet not even pretended in my charge, that I loitered at Portſmouth, I ſhall produce ſeveral letters and orders, which will inconteſtably prove, that I departed thence the very firſt moment I was enabled to ſail. Why the Admiralty poſtponed this ſervice to others, made me wait, and manned my ſhips the laſt, I muſt leave them to account.

When I arrived at Gibraltar, I received certain intelligence, that a deſcent was actually made on the iſland of Minorca; that the harbour and the whole iſland was in the enemy's poſſeſſion, excepting the caſtle of St Philip, which was then beſieged by a very conſiderable force at land, and the ſiege covered by a ſtrong ſquadron at ſea, ſuperior to mine. Every perſon there concluded the place loſt, and all relief impracticable; and the engineers were of opinion, that it was abſolutely impoſſible to land men, even if the ſea had been open; and the enemy had erected batteries on the two ſhores near the entrance of the harbour.

I muſt own, there appeared to me no great probability of preſerving Minorca at this time; but, however, have the ſatisfaction to find, that the miniſters at home, for once at leaſt, agreed in opinion with me. Since the moment intelligence came that the Toulon fleet was ſailed, and the troops landed upon the iſland, there was not a man who did not deſpair of Minorca.

Hence I diſpatched an expreſs with this account; which was at firſt huſhed up in ſilence, afterwards repreſented (without producing it) as the deſponding letter of a man who would not fight. What authority theſe gentlemen had for this invidious prophecy, I am yet at a loſs to account for, unleſs a declared reſolution in its contents to meet the French fleet may be deemed a juſtifiable foundation for it. But the letter has been laid before the Court.

It has alſo been given out, no doubt with the ſame uniform malicious intention to defame every circumſtance of my conduct, that I made unneceſſary delays at Gibraltar, and this ſuppoſed to be ſolely on the account of watering. I preſume the propriety, and indeed the neceſſity, will readily appear, of furniſhing the fleet with a ſufficiency of water and proviſions, which was proceeding upon an expedition where the only port capable of ſupplying its wants was known to be in the enemy's poſſeſſion, and who by intelligence appeared to be well ſupplied with all kinds of neceſſaries. This was not the cauſe, but the effect of my ſtay at this place, and tranſacted during the execution of other affairs directed by my inſtructions. I arrived at Gibraltar the 2d of May after noon; and ſailed thence the 8th in the morning; a ſpace of five days only; in which time I communicated my orders to the governor, relating to a detachment from the garriſon, waited the reſult of a council of war held the 4th, then ſolicited a reinforcement to ſupply the deficiency of men in Mr Edgcumbe's ſquadron, occaſioned by the loſs of thoſe who had been diſembarked for the ſuccour of St Philip's. A liſt of this reinforcement I received the 6th, and ſhipped them the 7th; which day the Experiment arrived, the Portland

land and Dolphin two days before. Theſe, with the reſt of Mr Edgcumbe's ſquadron, were manned and equipped in the beſt manner I was able. And, without waiting to fully water the ſhips, I ſailed in the morning of the 8th, though the wind was eaſterly, and arrived off Minorca the 19th.

Thus far I will preſume upon my innocence. But why (it may be aſked) was not Minorca at this time relieved? I anſwer, Becauſe I was not ſent time enough to prevent the enemy's landing; and that, when I was ſent, I was not ſtrong enough to beat the enemy's fleet, and raiſe the ſiege. Let others anſwer, why I came ſo late, and why I came ſo weak, with a force not calculated for ſuch an expedition. ——But after the engagement, it may be ſaid, I might have re-attacked the enemy, and landed the ſuccours.——I might indeed have done the firſt, with a certainty almoſt of being defeated. I could not have done the laſt, though I had been victorious. Had I been defeated, what refuge would have been left for the ſhattered fleet?—what ſecurity for Gibraltar? which muſt have been expoſed to the hazard of a ſudden ſiege, without a ſingle ſhip to defend it; and which place was equally recommended to my protection.——But it ſeems (ſuch is the fatality attending my conduct) that I am even held blameable for calling a council of war in ſo critical a conjuncture. Yet when is advice ſo neceſſary as on ſuch an occaſion? I admit, where orders are poſitive to fight at all events, or all hazards whatever, it is criminal to deliberate. But was I under ſuch orders? Let my inſtructions ſpeak for me. Is a commander expected to fight in all ſituations, and under all diſadvantages? Surely all extremes are culpable; and where nothing is to be gained, and all may be loſt, fighting becomes preſumptuous raſhneſs or phrenſy.——I therefore beg leave to recommend to your particular conſideration the different ſituation of the two fleets at this time, and ſhall refer you to the minutes of a council of war, held on board the Ramillies the 24th of May, already laid before the Court; and when you ſhall have duly weighed the opinion of this council, the unanimity of its members, and their characters, what apprehenſion can I have of my behaviour on this occaſion falling under your cenſure, ſince it would neceſſarily imply their guilt?

What I have now offered being verified by the teſtimony of the witneſſes, will, I flatter myſelf, be abundantly ſufficient to exculpate me from the firſt general charge; and that the Court will be of opinion, that I never retreated from the iſland till it was impracticable to make any further attempt; and that the place was not loſt by me, who was too weak to ſave it, but by thoſe who might have ſent double the force two months earlier, and neglected it.

Yet permit me to complain, that, in order to render me criminal in the eyes of the people, the ſame authoriſed paper before mentioned was likewiſe proſtituted to mangle and curtail my letter to the Admiralty on this occaſion, and ſubſcribed my name to my own defamation.

I ſhall now proceed to the ſecond part of the charge againſt me,

that of cowardice: and though I have already taken up ſo much of your time, ſhall make no apology for your farther patience, as I am convinced, gentlemen of your impartiality will think no indulgence of this kind too much, where the life, and, what is ſtill much more, the honour of an officer of my rank in the ſervice, is at ſtake. I ſhall forbear to point out the conſequence to the ſervice in general, not to furniſh even my enemies with an opportunity of conſtruing it an endeavour to beſpeak partiality.

The 12th article of war is that which provides a proper puniſhment for cowardice, and runs in the following words.—"Every perſon in "the fleet, who, through cowardice, negligence, or diſaffection, "ſhall in time of action, withdraw or keep back, or not come into "the fight or engagement, or ſhall not do his utmoſt to take or de"ſtroy every ſhip which it ſhall be his duty to engage, and to aſſiſt "and relieve all and every his Majeſty's ſhips, or thoſe of his allies, "which it ſhall be his duty to aſſiſt and relieve; every ſuch perſon ſo "offending, and being convicted thereof by the ſentence of a court"martial, ſhall ſuffer death."

I would firſt beg leave to obſerve, that in order to bring any perſon within the peril of this article, he muſt be convicted of cowardice, negligence, or diſaffection: for though he ſhould fail to engage or aſſiſt, &c. unleſs this failure apparently proceeds from one of theſe cauſes, he is not guilty.——Negligence cannot be taken in ſo large a ſenſe as to mean every ſort of neglect and omiſſion, but ſuch groſs negligence only as evidently indicates cowardice or diſaffection. Such, and ſuch only, can be penal, and was intended to be made capital. Any other conſtruction might expoſe the braveſt man that ever commanded to the ſevereſt penalties, ſince a ſingle error in judgement might render him liable to the moſt capital puniſhment.

By this rule I muſt deſire my conduct may be judged; and if my intentions appear to be good, and my courage clear, I ought to ſtand acquitted by all good men, even though my abilities ſhould be deemed deficient.

And I muſt beg leave to obſerve, that this article of my charge can only relate to my perſonal courage and conduct during the action; and therefore any diſpoſition (admitting it could be corrected) can only be accounted an error in judgement.——I do not mention this to avoid entering into that part of my conduct, ſince I flatter myſelf, that I ſhall be able to ſhew, conſidering the circumſtances, ſeveral diſpoſitions of the two fleets, and unavoidable accidents, that the whole, as far as could depend upon me, was conducted with that propriety and naval military ſkill which is ſo requiſite in a commander in chief.—But the Court will pleaſe to remember, this is no part of the charge againſt me.

[The Admiral then gave the Court a long detail of the tranſactions of the fleet from the 19th of May to the 24th, and produced ſeveral letters; among which were ſome that paſſed between the Admiralty-board and him when a priſoner at Greenwich. In theſe it plainly appears, (as we obſerved in our narrative of this memorable affair in 1756),

1756), that he discovered a spirit very different from that of a man conscious of guilt, and confused and intimidated by the fear of punishment.]——The Admiral then proceeded thus:

No symptom of cowardice, that odious and capital part of my charge, has hitherto appeared to the Court. And my innocence, and conscious discharge of my duty, makes me confident that none will appear. Yet have I already suffered the severest penalties that can be inflicted on it, being hung up in effigy, traduced by libels, tortured by misrepresentations and calumny, disgraced and superseded, upon no better authority than the gasconade of the French Admiral, arrested and confined beyond the example of former times, treated like a felon with every indignity, and my life pursued with the most inveterate malice. But all this I have had fortitude enough to despise, and to treat with the contempt it deserves, the result of a conscience clear of all crimes.

After reading the Admiral's defence, the Court proceeded to examine his witnesses. On the 19th the evidence was closed. The remaining part of that day, and the two following, the Court were employed in reading the evidence and the prisoner's defence. On the 22d, 24th, 25th, and 26th, they agreed to thirty-six resolutions, and on the 27th to one more.—— They are as follow.

"1. * It does not appear, That any unnecessary delay was made by Admiral Byng, in the proceedings of the squadron under his command, from the time of their sailing from St Helen's, on the 6th April, to the time of their arrival off Minorca, on the 19th of May.

2. It appears, That upon the fleet's getting sight of Minorca, on the morning of the 19th of May, the Admiral detached three frigates (the Phœnix, Chesterfield, and Dolphin) ahead, with orders to Captain Hervey of the Phœnix, to endeavour to land a letter from the Admiral to Lieutenant-General Blakeney, and to make observations of what batteries or forts the enemy might be possessed of along the shore.

3. It appears, That those frigates were got ahead of the fleet and in shore, and the Phœnix close to the Lair of Mahon, and were endeavouring to execute those orders, till they were called off, between 11 and 12 o'clock, by signal from the Admiral, upon discovery of the French fleet in the south-east quarter.

4. It appears, That the fleet stood towards the enemy the remaining part of the day, with calms and little winds, till they tacked in the evening.

5. The court are of opinion, That the Admiral proceeded properly, upon the discovery of the French fleet, to stand towards them.

6. It appears, That Major-General Stuart, Lord Effingham, and Colonel Cornwallis, with about thirty officers, and some recruits, a-

* The word *Unanimously* is prefixed to every resolution, except the 7th, to which these words are prefixed, 12 *yeas for all the officers*, 1 *for the general and field officers only*.

mounting

mounting in the whole, to about 100, belonging to the different regiments in garriſon at St Philip's, were on board ſhips of the ſquadron.

7. * The court are of opinion, That as ſo great a number of officers were on board the fleet, belonging to the garriſon of St Philip's, where they muſt neceſſarily be much wanted, the Admiral ought to have put them on board one of the frigates he ſent ahead, in order to have been landed, if found practicable; and if not landed before he ſaw the French fleet, he ought to have let the frigate have endeavoured to land them, notwithſtanding he did ſee the enemy's fleet.

8. It appears, That from the time of firſt ſeeing the French fleet in the morning of the 19th of May, till our fleet weathered the French about noon of the 20th, the Admiral took proper meaſures to gain and keep the wind of the enemy, and to form and cloſe his line of battle.

9. It appears, That the van of our fleet upon the ſtarboard tack, ſtretched beyond the rear of the enemy's fleet, and that our whole fleet then tacked all together, by ſignal; the enemy's fleet lying at the ſame time to leeward, in a line of battle ahead, on the larboard tack, under their topſails, with their maintopſails ſquare.

10. It appears, That immediately after our fleet was about upon the larboard tack, our rear was conſiderably farther to windward of the enemy's rear, than our van was of their van.

11. The court are of opinion, That when the Britiſh fleet on the ſtarboard tack were ſtretched abreaſt, or about the beam of the enemy's line, the Admiral ſhould have tacked the fleet all together, and immediately have conducted it on a direct courſe for the enemy; the van ſteering for the enemy's van, the rear for their rear, each ſhip for her oppoſite ſhip in the enemy's line, and under ſuch a ſail as might have enabled the worſt ſailing ſhip, under all her plain ſail, to preſerve her ſtation.

12. It appears, That ſoon after the fleet were upon the larboard tack, the Admiral made ſignals for leading two points to ſtarboard, which brought the wind upon or abaft the beam; and the ſhips continued that courſe, nearly ahead of each other, till the Admiral made the ſignal for battle.

13. It appears, That the Admiral made the ſignal for battle twenty minutes after two o'clock.

14. It appears, That at the time the ſignal was made for battle, the French fleet was ſtill lying to leeward, with their maintopſails ſquare, as before mentioned, and that our van was conſiderably nearer to their van than our rear was to their rear.

15. It appears, That upon the ſignal being made for battle, the ſhips of our van diviſion bore down properly for the ſhips oppoſed to them in the enemy's line, and engaged them, till the five headmoſt ſhips of the enemy went away to leeward, out of gunſhot.

16. It appears, That the ſternmoſt ſhip of our van diviſion, the Intrepid, having hauled up, and engaged about ten minutes or a quarter of an hour, loſt her foretopmaſt, a little before three o'clock.

17. It

17. It appears, That the Revenge, the headmoſt ſhip of the rear diviſion, bore down (after the ſhips of the van bore down) for the ſhip oppoſed to her in the enemy's line, and that ſhe brought up, upon the weather quarter of the Intrepid, upon the Intrepid's foretop-maſt going away; and that ſhe quickly afterwards, upon the Intrepid's ſetting her foreſail, bore down under the Intrepid's lee quarter, and brought up there.

18. It appears, That upon the ſignal being made for battle, and the van putting before the wind, the Admiral in the Ramillies edged away ſome points, and the Trident and Princeſs Louiſa thereby becoming to windward of him, the Admiral thereupon hauled up his foreſail, backed his mizentopſail, and endeavoured to back his main-topſail, to allow of their getting into their ſtations, and continued in that ſituation for five, ſix, or ſeven minutes.

19. It is the opinion of the Court, That the Admiral, after the ſignal was made for battle, ſeparated the rear from the van diviſion, and retarded the rear diviſion of the Britiſh fleet from cloſing with and engaging the enemy, by his ſhortening ſail, by hauling up his foreſail, backing his mizentopſail, and backing, or attempting to back his maintopſail, in order that the Trident and Princeſs Louiſa might get ahead again of the Ramillies.

20. It is the opinion of the Court, That inſtead of ſhortening ſail, the Admiral ought to have made the Trident's and Princeſs Louiſa's ſignals to make more ſail; and that he ought alſo to have ſet ſo much ſail himſelf as would have enabled the Culloden (the worſt ſailing ſhip in his diviſion) to have kept her ſtation with all her plain ſail ſet, in order to have got down with as much expedition as poſſible to the enemy, and thereby have properly ſupported the van diviſion.

21. It appears, That the Admiral, after ſhortening ſail, as before mentioned, again ſet his foreſail, and filled his topſails, and ſteered, with the wind abaft the beam, a ſlanting courſe towards the enemy, under that ſail, till about three o'clock, when the people in the Ramillies began to fire without orders, at too great a diſtance for engaging; but the firing was continued by the Admiral's directions.

22. It appears, That ſome little time before this firing began in the Ramillies, the Princeſs Louiſa was ſeen from the Ramillies flung up in the wind, with her topſails ſhaking, and the Trident paſſing her to leeward, the Trident being then a little upon the weather bow of the Ramillies; and that the Revenge had been alſo ſeen to bring to under the Intrepid's lee quarter.

23. It appears, That when the firing had been continued a little time in the Ramillies, an alarm was given of a ſhip being cloſe under her lee bow, imagined to be one of our ſhips, and which proved to be the Trident: That, upon this alarm, the Admiral immediately ordered the helm to be put alee, the foreſail hauled up, and the topſails to be backed, and firing to ceaſe, till the men ſhould ſee French colours; and made the ſignal for the fleet to brace to, the rear to brace to firſt, in order that the ſhips aſtern might not run on board him; but to prevent this ſignal taking effect upon the ſhips ahead, he ordered

ordered it to be hauled down in a very few minutes, and caused the signal to be hoisted for the fleet to fill and stand on, the van to fill first.

24. It appears, That the Princeſs Louiſa was alſo ſeen about the ſame time, with her maintopſail ſhivering, or aback, upon the weather bow of the Ramillies.

25. The Court are of opinion, That while the Ramillies was firing, in going down, the Trident, and the ſhips immediately ahead of the Ramillies, proved an impediment to the Ramillies continuing to go down.

26. The Court are of opinion, That the Admiral acted wrong, in directing the firing of the Ramillies to be continued, before he had placed her at a proper diſtance from the enemy; as he thereby not only threw away ſhot uſeleſsly, but occaſioned a ſmoke, which prevented his ſeeing the motions of the enemy, and the poſition of the ſhips immediately ahead of the Ramillies.

27. It appears, That ſhortly after the hauling up of the foreſail and backing the topſails, all firing ceaſed on board the Ramillies.

28. It appears, That when the ſmoke cleared up, upon the Ramillies ceaſing to fire, the centre and rear of the French fleet had filled their maintopſails and ſet their foreſails.

29. It appears, That the French centre and rear ſtood on, and as they came near the three then ſternmoſt ſhips of our van, gave them their fire; that ſome of their ſhot fell ſhort, and ſome did the Defiance damage; and then the French edged away to join their own van to leeward.

30. It appears, That from the time the Admiral firſt hauled up his foreſail and backed his topſails to get clear of the Trident, to the time of his filling his topſails, and ſetting his foreſail again, was about twenty minutes.

31. It appears, That about the time of the Admiral's filling, he made the ſignal for the rear of the fleet to make more ſail and cloſe the line, cauſed the Princeſs Louiſa and Trident to be hailed, to make ſail into their ſtations, and then ſetting his mainſail, jib, and ſtayſails, paſſed to leeward of the Intrepid, ordered the Deptford to take the Intrepid's place in the line, and the Cheſterfield to take care of the Intrepid, and ſtanding on towards our van, joined them a little after five o'clock in the evening.

32. The Court are of opinion, That after the ſhips which had received damage in the action, were as much refitted as circumſtances would permit, the Admiral ought to have returned with the ſquadron off St Philip's, and have endeavoured to open a communication with the caſtle, and to have uſed every means in his power for its relief, before he returned to Gibraltar.

33. The Court are of opinion, That Admiral Byng did not do his utmoſt to relieve St Philip's caſtle, in the iſland of Minorca, then beſieged by the forces of the French King.

34. The Court are of opinion, That Admiral Byng, during the engagement between his Majeſty's fleet under his command and the

fleet

ſhot of the French King, on the 20th of May laſt, did not do his utmoſt to take, ſeize, and deſtroy the ſhips of the French King, which it was his duty to have engaged, and to aſſiſt ſuch of his Majeſty's ſhips as were engaged in fight with the French ſhips, which it was his duty to have aſſiſted.

35. It appears, by the evidence of Lord Robert Bertie, Lieutenant-Colonel Smith, Captain Gardiner, and by other officers of the ſhip, who were near the perſon of the Admiral, that they did not perceive any backwardneſs in the Admiral during the action, or any marks of fear or confuſion, either from his countenance or behaviour, but that he ſeemed to give his orders coolly and diſtinctly, and did not ſeem wanting in perſonal courage.

36. Reſolved, That the Admiral appears to fall under the following part of the 12th article of the articles of war, to wit, "or ſhall not do his utmoſt to take or deſtroy every ſhip which it ſhall be his duty to engage, and to aſſiſt and relieve all and every of his Majeſty's ſhips which it ſhall be his duty to aſſiſt and relieve."

37. Reſolved, As that article poſitively preſcribes death, without any alternative left to the diſcretion of the court, under any variation of circumſtances, that he be adjudged to be ſhot to death, at ſuch time, and on board ſuch ſhip, as the Lords Commiſſioners of the Admiralty ſhall direct: But as it appears, by the evidence of Lord Robert Bertrie, Lieutenant-Colonel Smith, Captain Gardiner, and other officers of the ſhip who were near the perſon of the Admiral, that they did not perceive any backwardneſs in him during the action, or any marks of fear or confuſion, either from his countenance or behaviour, but that he ſeemed to give his orders coolly and diſtinctly, and did not ſeem wanting in perſonal courage, and from other circumſtances, the court do not believe that his miſconduct aroſe either from cowardice or diſaffection; and do therefore unanimouſly think it their duty moſt earneſtly to recommend him as a proper object of mercy."

After agreeing to the laſt of the preceding reſolutions, Jan. 27. the ſentence and a repreſentation were drawn up, and ſigned; and then the Admiral being ſent for, the ſentence was pronounced, which was in the following words.

At a Court martial, aſſembled on board his Majeſty's ſhip St George, in Portſmouth harbour, upon the 28th of December 1756, and held every day afterwards (Sundays excepted) till the 27th of January 1757, inclusive,

The Court, purſuant to an order from the Lords Commiſſioners of the Admiralty, to Vice-Admiral Smith, dated the 14th of December 1756, proceeded to inquire into the conduct of the Hon. John Byng, Admiral of the Blue ſquadron of his Majeſty's fleet, and try him, upon a charge, That, during the engagement between his Majeſty's fleet under his command and the fleet of the French King, on the 20th of May laſt, *he did withdraw or keep back, and did not do his utmoſt to take, ſeize, and deſtroy the ſhips of the French King, which it was his duty to have engaged, and to aſſiſt ſuch of his Majeſty's ſhips as were engaged in*

fight with the French ſhips, which it was his duty to have aſſiſted; and for that he did not do his utmoſt to relieve St Philip's caſtle, in his Majeſty's iſland of Minorca, then beſieged by the forces of the French King; but acted contrary to and in breach of his Majeſty's command. And having heard evidence, and the priſoner's defence, and very maturely and thoroughly conſidered the ſame, they are unanimouſly of opinion, That he did not do his utmoſt to relieve St Philip's caſtle; and alſo, that, during the engagement between his Majeſty's fleet under his command and the fleet of the French King, on the 20th of May laſt, he did not do his utmoſt to take, ſeize, and deſtroy the ſhips of the French King, which it was his duty to have engaged; and to aſſiſt ſuch of his Majeſty's ſhips as were engaged in fight with the French ſhips, which it was his duty to have aſſiſted; and do therefore unanimouſly agree, That he falls under part of the 12th article of an act of parliament of the 22d year of his preſent Majeſty, for amending, explaining, and reducing into one act of parliament, the laws relating to the government of his Majeſty's ſhips, veſſels, and forces by ſea; and as that article poſitively preſcribes death, without any alternative left to the diſcretion of the Court, under any variation of circumſtances, the Court do therefore hereby unanimouſly adjudge the ſaid Admiral John Byng to be ſhot to death, at ſuch time, and on board ſuch ſhip, as the Lords Commiſſioners of the Admiralty ſhall direct.

But as it appears, by the evidence of Lord Robert Bertie, Lieutenant-Colonel Smith, Captain Gardiner, and other officers of the ſhip, who were near the perſon of the Admiral, that they did not perceive any backwardneſs in him during the action, or any marks of fear or confuſion, either from his countenance or behaviour, but that he ſeemed to give his orders coolly and diſtinctly, and did not ſeem wanting in perſonal courage, and from other circumſtances, the Court do not believe, that his miſconduct aroſe either from cowardice or diſaffection; and do therefore unanimouſly think it their duty moſt earneſtly to recommend him as a proper object of mercy.

When the ſentence was tranſmitted to the Lords Commiſſioners of the Admiralty, it was accompanied with the following repreſentation.

To the Right Honourable the Lords Commiſſioners for executing the office of Lord High Admiral of Great Britain, &c.

We the under written, the Preſident and members of the Court-martial aſſembled for the trial of Admiral Byng, believe it unneceſſary to inform your Lordſhips, that, in the whole courſe of this long trial, we have done our utmoſt endeavours to come at truths, and to do the ſtricteſt juſtice to our country and the priſoner; but we cannot help laying the diſtreſſes of our minds before your Lordſhips on this occaſion, in finding ourſelves under a neceſſity of condemning a man to death, from the great ſeverity of the 12th article of war, part of which he falls under, and which admits of no mitigation, even if the crime ſhould be committed by an error in judgement only; and therefore, for our own conſciences ſake, as well as in juſtice to the priſon-

er,

er, we pray your Lordſhips, in the moſt earneſt manner, to recommend him to his Majeſty's clemency.——We are, &c.

St. George, Portſmouth harbour,
January 27. 1759.

In conſequence of the foregoing repreſentation, the Lords of the Admiralty laid the whole before the King, together with two memorials preſented by George Lord Viſcount Torrington, nephew to the unfortunate Admiral Byng, in behalf of himſelf and family, repreſenting an illegality in the ſentence. Their Lordſhips petitioned the King for the opinion of the Twelve Judges as to the legality of the ſentence. Accordingly, on the 9th of February, the Privy Council ſent an order to the Judges to reviſe the ſentence; and on the 14th the following opinion was tranſmitted, by order of his Majeſty, by one of the clerks of Privy Council, to the Lords of the Admiralty.

To the King's Moſt Excellent Majeſty in Council,

May it pleaſe your Majeſty,

In obedience to your Majeſty's commands, ſignified to us by an order, bearing date the 9th of this inſtant February, whereby it is referred to us to conſider the ſentence of the court-martial of the 27th of January laſt, upon the trial of Admiral Byng, a copy whereof is thereunto annexed, and to report to your Majeſty at the council-board, whether the ſaid ſentence is legal.——We have conſidered the ſaid ſentence, together with the 12th article therein referred to; and are unanimouſly of opinion, That it is a legal ſentence.

(Signed) MANSFIELD. J. WILLES. T. PARKER. T DENNISON. M. FOSTER. E. CLIVE. THO. BIRCH. H. LEGGE. S. S. SMYTHE. RICH. ADAMS. HEN. BATHURST. J. E. WILMOT.

Dated, *February* 14. 1757.

Upon the Judges delivering their opinion, the King was pleaſed to confirm the ſentence of the Court-martial; and on the 16th of February, the Lords of the Admiralty iſſued a warrant for putting the ſentence in execution upon Monday the 28th of February. It was ſigned, TEMPLE. GEO. HAY. THO. ORBY HUNTER. GILB. ELLIOT. And directed, To the Hon. Edward Boſcawen, Vice Admiral of the White, and Commander in Chief of his Majeſty's ſhips at Portſmouth, or to the Commander in Chief there for the time being.

A further attempt was made to ſave the unhappy Admiral. The following meſſage was preſented to the Commons by Mr Secretary Pitt, February 26. and read by Mr Speaker.

GEORGE R.

His Majeſty, agreeably to his Royal word, for the ſake of juſtice, and of example to the diſcipline of the navy, and for the ſafety and honour of the nation, was determined to have let the law take its courſe with relation to Admiral Byng, as upon Monday next; and reſiſted all ſolicitations to the contrary.

But being informed, that a member of the Houſe of Commons, who was a member of the Court-martial which tried the ſaid Admiral, has, in his place, applied to the Houſe, in behalf of himſelf and

ſeveral other members of the ſaid Court, praying the aid of Parliament to be releaſed from the oath of ſecrecy impoſed on court-martial, in order to diſcloſe the grounds whereon ſentence of death paſſed on the ſaid Admiral, the reſult of which diſcovery may ſhew the ſentence to be improper; his Majeſty has thought fit to reſpite the execution of the ſame, in order that there may be an opportunity of knowing, by the ſeperate examination of the members of the ſaid Court, upon oath, what ground there is for the above ſuggeſtion.

His Majeſty is determined ſtill to let this ſentence be carried into execution, unleſs it ſhall appear from the ſaid examination, that Admiral Byng was unjuſtly condemned.

G. R.

The ſame day, on a motion made to the Commons, ſo much of the afore-mentioned act, 22° George II. as relates to the oath of ſecrecy, was read; leave was given to bring in a bill, to releaſe from the obligation of that oath, the members of the Court-martial appointed for the trial of Admiral Byng, purſuant to the exception contained in the oath. Mr Potter and Sir Francis Daſhwood were ordered to prepare and bring in the bill. Mr Potter preſented it; it was read a firſt and ſecond time, and committed; the report was made, and the bill was ordered to be ingroſſed. It was paſſed on the 28th, and ordered to the Lords by Mr Potter.

Of the bill ſo paſſed, the following is an abſtract.

"Whereas, by an act 22° George II. it is enacted, That upon all "trials by Courts-martial, all the officers who conſtitute the ſame "ſhall take an oath, that they will not, upon any account, at any time "whatſoever, diſcloſe or diſcover the vote or opinion of any particular member of the ſame Court-martial, unleſs thereunto required "by act of parliament: And whereas Admiral Byng has been tried "by a Court-martial, and ſentenced to be ſhot to death; and whereas application has been by a member of the ſaid Court-martial, in "behalf of himſelf and ſeveral other members of the ſaid Court, "praying earneſtly to be releaſed from that part of the oath, and alledging that they have ſomething to diſcloſe relative to the ſaid ſentence, which greatly affects their own conſciences, and which it is "neceſſary ſhould be diſcloſed, in order to do juſtice to the ſaid "Admiral; be it enacted, That it ſhall be lawful for all and every "the perſons who conſtituted the ſaid Court-martial, and they are "hereby required to diſcloſe or diſcover, upon oath, before his Majeſty in Council, or before a committee thereof, all and every the "votes or opinions of any member or members of the ſaid Court-"martial: Provided, That nothing in this act ſhall oblige any of the "ſaid members to diſcloſe or diſcover any thing other than ſuch as he "might voluntarily have diſcloſed or diſcovered in caſe he had not taken the ſaid oath of ſecrecy."

The bill was carried to the Lords the 1ſt of March. It was then read a firſt time; and it being moved to be read a ſecond time next day, the motion, after debate, was agreed to; and the Lords were ordered to be ſummoned. All the members of the Court-martial were ordered

ordered to attend, in order to be examined. As Captains Keppel, Douglas, and Dennis, three of them, were members of the other Houſe, leave was aſked of, and granted by the Commons, for their attendance. Such of the judges as were in town were likewiſe ordered to attend.

The bill was read a ſecond time the 2d of March. And it was agreed, that the ſeveral perſons to be examined ſhould be called in ſeparately, and examined upon oath; that the queſtions and anſwers ſhould be taken down in writing by the clerk at the bar; and that the oath of ſecrecy directed by the act 22d George II. ſhould be previouſly read to each.

Vice-Admiral Smith was called firſt. After reading the oath of ſecrecy, the 12th article of the act 22d George II. was read. Then it was propoſed, that the Vice-Admiral ſhould be aſked, "Whether he now thinks, or, as far as he can recollect, ever did think, that he could have applied any part of that article to a man whoſe conduct he thought proceeded from error in judgement only?" Which being objected to, the queſtion, after debate, was waved for that time.

Four queſtions were then put to the Vice-Admiral, and they were repeated upon the examination of every other member of the Court-martial.

1. "Whether you know any matter that paſſed previous to the ſentence pronounced upon Admiral Byng, which may ſhow that ſentence to have been unjuſt?"

2. "Whether you know any matter that paſſed previous to the ſaid ſentence, which may ſhew that ſentence to have been given through any undue practice or motive?"

3. "Whether are you deſirous that the bill now under the conſideration of the Houſe, for diſpenſing with the oath of ſecrecy, ſhould paſs into a law?"

4. "Whether you are of opinion, that you have any particulars to reveal, relative to the caſe of, and the ſentence paſſed upon Admiral Byng, which you judge neceſſary for his Majeſty's information, and which you think likely to incline his Majeſty to mercy?"

The firſt queſtion was anſwered in the negative by them all, except Rear-Admiral Norris. His anſwer to it was, "I beg to be excuſed anſwering to that queſtion while I am under the oath of ſecrecy."——Then the following queſtion was propoſed to be put to him, viz. "Whether have you any matter to diſcloſe that would ſhew the ſentence to be unjuſt, if you was releaſed from the oath of ſecrecy?" Which was objected to; but was put, after debate. He anſwered, "No."

The ſecond queſtion was anſwered in the negative by them all.

The third queſtion was anſwered in the negative by Vice-Admiral Smith, Rear-Admirals Holburne and Broderick, and Captains Holmes, Geary, Boys, Simcoe, Douglas, Bentley, and Denis.——The anſwers of eight of theſe ten were ſimply negative. Thoſe of the other two follow, viz. Vice-Admiral Smith's, "As for myſelf, I have no deſire of it; but if it will be a relief to the conſciences of any of my brethren,

brethren, it will not be diſagreeable to me." Captain Geary's, "No, my Lords; but I have no objection, if it will be to the ſatisfaction of any perſon."—— Three anſwered to this queſtion in the affirmative, as follows, viz. Rear-Admiral Norris, "Yes." Captain Moore, "I am very deſirous it ſhould, that I might be abſolved from the oath: I have been under great concern when I have taken the oath: I don't mean upon this trial. Captain Keppel, "Yes, undoubtedly."

To the fourth queſtion, Rear-Admirals Holburne and Broderick, and Captains Boys, Simcoe, Douglas, Bentley, and Denis, anſwered in the negative ſimply.——The anſwers of the other ſix follow, with ſuppletory queſtions put to ſome of them, and their anſwers.

Vice-Admiral Smith, "I have not, indeed, further than as I wrote, what ſeemed to be at that time the ſenſe of the whole Court, to a Rt Hon. member of this Houſe, (Lord Lyttelton), ſignifying, that if it was neceſſary, the members would willingly attend, to ſet forth the reaſons that induced them to recommend him to his Majeſty's mercy. ——Q. Whether you think yourſelf reſtrained by your oath of ſecrecy, from laying before his Majeſty thoſe matters for inducing his Majeſty's mercy, which are mentioned or referred to in that letter to my Lord Lyttelton? *A.* As the ſentence, and application for his Majeſty's mercy, were the unanimous reſolutions of the Court, I apprehend that I am at liberty to give the reaſons why I requeſted that mercy."

Rear-Admiral Norris "I muſt beg leave not to anſwer to that queſtion."——After Meſſ. Broderick and Holmes were examined, the Houſe being informed, that Mr Norris was willing to anſwer to the queſtion, he was called in again, and the queſtion put. He anſwered, "At the time I ſaid I was deſirous the act ſhould take place, I underſtood that we ſhould have an opportunity of delivering our particular reaſons, for ſigning the ſentence, and letter of recommendation."

Captain Holmes. "I know nothing more, but the ſentence, and the letter, which all the gentlemen ſigned, to the Admiralty."

Captain Geary. "No, my Lords; nothing but what I have ſigned to, by the ſentence, and letter of recommendation.——Q. Whether, if the act was paſſed, you could better explain that ſentence and letter than you are now able? *A.* My oath of ſecrecy won't permit me to ſay any more.——Q. Whether you think, by your oath of ſecrecy, you are reſtrained from diſcloſing any thing but the vote and opinion of the members? *A.* I am one of the members, and I humbly beg leave to think it my own opinion."

Captain Moore. "I do not think myſelf at liberty, while I am under this oath, to anſwer that queſtion.——Q. Whether, if this bill was paſſed, you could better explain the ſentence, and letter of recommendation, than you are now able? *A.* I could give better information, what were my motives for ſigning that ſentence and letter."

Captain Keppel. "I think that I cannot anſwer that queſtion, without particulariſing the reaſons for my vote and opinion.——Q.

Do

Do you underſtand that theſe particular reaſons are aſked now? *A.* No.

Then the ſeveral examinations were read by the clerk; and, upon a motion for that purpoſe, the bill was ordered to be rejected. From the moment this bill was thrown out of the Houſe of Lords, all hopes of a pardon for Mr Byng vaniſhed. He had, a few days after the ſentence was paſſed upon him, been conducted from Portſmouth on board his Majeſty's ſhip the Monarque, then lying in the harbour. Here he was confined with the greateſt exactneſs in the captain's cabin. His friends were permitted to viſit him, but were obliged to leave him before it was dark, and go on ſhore. Divine ſervice was performed for him every morning, and the reſt of the day he ſpent in converſation with his friends, and the adjuſtment of family affairs. When Captain Montague waited upon him, to inform him the warrant from the Admiralty was come, he received the news with the ſame cool compoſure he had received his ſentence. The ſame gentleman waited upon him again on the 27th of February, being the day before that which was appointed for his execution; and, in Admiral Boſcawen's name, acquainted him that a reſpite was arrived for 14 days. He compoſedly deſired his compliments to Admiral Boſcawen, with thanks for his intelligence, without appearing in the ſmalleſt degree elevated, or even pleaſed beyond his uſual. On Sunday morning Captain Montague received a warrant from Admiral Boſcawen for his execution next day, gave it to the Marſhal to read to him; which he calmly heard read over, and then remarked, with ſome warmth, that the place appointed by the warrant was upon the forecaſtle. "Is not this," ſaid he, addreſſing himſelf to his friends, "putting me upon the footing of a common ſeaman, condemned to "be ſhot? Is not this an indignity to my birth, to my family, and "to my rank in the ſervice? I think I have not been treated like "an officer in any inſtance ſince I was diſgraced, except in that of be-"ing ordered to be ſhot."

In the evening his friends applied to Mr Boſcawen to have the place of execution changed from the forecaſtle to the quarter-deck, to which he conſented; a circumſtance that gave much ſatisfaction to the unhappy Admiral, who, to the laſt, ſeemed to think he was wrongfully condemned, but throughout betrayed no fear of death. The marines were all drawn up under arms, upon the poop, along the gangways in the waiſt, and on one ſide of the quarterdeck. On the other ſide of the quarter-deck was thrown a heap of ſaw duſt, and a cuſhion placed upon it; and in the middle upon the gratings, a platoon, conſiſting of nine marines, to whom he made a preſent of ten guineas, were drawn in three lines, three each. The front and centre rank had their bayonets fixed, as is cuſtomary on ſuch occaſions. The captains of all the ſhips in Portſmouth harbour, and at Spithead, were ordered to attend with their boats; but lay abreaſt upon their oars, without coming on board, to avoid the inconveniency of ſo great a crowd as that would have occaſioned. A little before twelve the Admiral retired to the ſtate-room for about three minutes, when

when the doors of the cabin were thrown open, and the Admiral opening the ſtate-room door walked out with a ſtately pace and compoſed countenance. He made a bow to his friends in the cabin, and ſaid to the Marſhal, "Come along, my friend," and walked out upon the quarter-deck. Then turning to the Marſhal, with an eaſy bow, he gave him a paper, (of which we have ſubjoined a copy), ſaying, "Remember, Sir, what I have told you relating to this paper." He then went to the cuſhion and kneeled down. One of his friends attended him to the cuſhion, and offered to tie the bandage over his eyes, but he declined his ſervice and did it himſelf. The marines in the mean time advanced about two paces, then preſenting their muſkets, waiting till the Admiral gave them the ſignal to fire, he continued upon his knees about a minute, appearing very compoſed, and to be making an ejaculation, when he dropped a handkerchief (the ſignal agreed on) and ſix of the platoon fired, one miſſed, four paſſed through different parts of his breaſt, and one through his heart. He ſunk motionleſs on the deck. And as ſoon as the body was cold, it was put into a coffin and ſent on ſhore to the dock-yard in the evening, from whence it was ſent to the family burying-place at Southhill in Bedfordſhire. On his coffin was the following plain inſcription:

The Hon. JOHN BYNG, Eſq; died March 14. 1757.

The following is an exact copy of the paper he gave to the Marſhal of the Admiralty.

A few moments will now deliver me from the virulent perſecutions, and fruſtrate the farther malice of my enemies. Nor need I envy them a life ſubject to the ſenſations my injuries and the injuſtice done me muſt create. Perſuaded I am, juſtice will be done to my reputation hereafter. The manner and cauſe of raiſing and keeping up the popular clamour and prejudice againſt me will be ſeen through. I ſhall be conſidered (as I now perceive myſelf) a victim, deſtined to divert the indignation and reſentment of an injured and deluded people from the proper objects. My enemies themſelves muſt now think me innocent. Happy for me, at this my laſt moment, that I know my own innocence; and am conſcious that no part of my country's misfortunes can be owing to me. I heartily wiſh the ſhedding of my blood may contribute to the happineſs and ſervice of my country; but cannot reſign my juſt claim to a faithful diſcharge of my duty, according to the beſt of my judgement, and the utmoſt exertion of my ability, for his Majeſty's honour, and my country's ſervice. I am ſorry that my endeavours were not attended with more ſucceſs, and that the armament under my command proved too weak to ſucceed in an expedition of ſuch moment.

Truth has prevailed over calumny and falſehood, and juſtice has wiped off the ignominious ſtain of my ſuppoſed want of perſonal courage, or diſaffection. My heart acquits me of theſe crimes. But who

who can be presumptuously sure of his own judgement? If my crime is an error in judgement, or differing in opinion from my judges? And if yet the error of judgement should be on their side, God forgive them; as I do: and may the distress of their minds, and uneasiness of their consciences, which, in justice to me, they have represented, be relieved, and subside, as my resentment has done.

The Supreme Judge sees all hearts and motives; and to Him I submit the justice of my cause.

J. BYNG.

On board his Majesty's ship Monarque, in Portsmouth harbour, March 14. 1757.

Note 94. A List of the Fleet sent out under Vice-Admiral Osborne and Rear-Admiral West, in January 1756.

Ships.	*Guns.*	*Commanders.*
Somerset,	64	Henry Osborne, Vice-Admiral of the Red. Captain Fr. Geary.
Buckingham,	70	Temple West, Rear-Admiral of the Red. Captain M. Everitt.
Monarch,	74	A. North.
Vanguard,	70	Hon. J. Byron.
Swiftsure,	70	Hon. A. Keppel.
Chichester,	70	J. Brett.
Northumberland,	70	Lord Colvill.
Lancaster,	66	J. Amherst.
Elizabeth,	64	J. Montagu.
Yarmouth,	64	H. Norris.
Nassau,	64	Ja. Sayer.
Monmouth,	64	H. Harrison.
Windsor,	60	S. Faulknor.
Antelope,	50	C. Gayton.
	20	

Note 95. A List of the Fleet sent out under Vice-Admiral Hawke and Rear-Admiral Mostyn, in March 1756.

Ships.	*Guns.*	*Commanders.*
St George,	90	Sir Ed. Hawke, K. B. Vice-Admiral of the White. Capt. John Storr.
Monarch,	74	Savage Mostyn, Rear-Admiral of the Red. Capt. Ab. North.
Northumberland,	70	Lord Colvill.

Ships.	*Guns.*	*Commanders.*
Vanguard,	70	Capt. Hon. J. Byron.
Chicheſter,	70	J. Brett.
Orford,	66	C. Stevens.
Edinburgh,	64	W. Langdon.
Somerſet,	64	F. Geary.
Medway,	60	P. Denis.
York,	60	H. Pigot.
Dunkirk,	60	Hon Rd Howe.
Rocheſter,	50	R. Duff
Hampſhire,	50	Rd Norbury.
Newcaſtle,	50	W. Lloyd.
Swan,	14	

The following Reinforcement was ſent to the above under Rear-Admiral Holborne, April 1. 1756.

Ships.	*Guns.*	*Commanders.*
Terrible,	74	Francis Holburne, Rear-Admiral of the Red. Capt. W. Holburne.
Prince Frederick,	64	J. H. Porter.
Monmouth,	64	H. Harriſon.
Eſſex,	64	R. Harland.
Eagle,	60	J. Hamer.

Note 96. A Liſt of the Fleet under Admiral Boſcawen in April 1756.

Ships.	*Guns.*	*Commanders.*
Invincible,	74	Hon Ed. Boſcawen, Vice-Admiral of the Blue. Capt. J. Bently.
Magnanime,	74	Savage Moſtyn, Rear-Admiral of the Red. Capt. Taylor.
Terrible,	74	Francis Holburne, Rear-Admiral of the Red. Capt W. Holburne.
Cambridge,	80	W. Gordon.
Northumberland,	70	Lord Colvill.
Swiftſure,	70	T. Stanhope.
Orford,	66	C. Stevens.
Yarmouth,	64	H. Norris.
Elizabeth,	64	J. Montagu.
Bedford,	64	Ja. Douglas.
Somerſet,	64	Fr. Geary.

Eſſex,

Ships.	*Guns.*	*Commanders.*
Eſſex,	64	Capt. R Harland.
Monmouth,	64	W. Shirley.
Edinburgh,	64	W Langdon.
Prince Frederick,	64	R. Mann.
St Alban's,	60	Ja. Webb.
York,	60	Hugh Pigott.
Eagle,	60	Joſ. Hamer.
Colcheſter,	50	L. O'Brien.
Romney,	50	M. Milbank.
Newcaſtle,	50	W. Lloyd.
Hampſhire,	50	R. Norbury.
Falkland,	50	F. S. Drake.
Rocheſter,	50	R. Duff
Lyme,	26	Ed. Vernon.
Seaford,	24	Ja. Rawlings.

Note 97. A Liſt of the Fleet under the command of Vice-Admiral Knowles, November 1756.

Ships.	*Guns.*	*Commanders.*
Eſſex,	64	Cha. Knowles, Vice-Admiral of the Blue. Capt. R. Harland.
Magnanime,	74	Sav. Moſtyn, Rear-Admiral of the Red. Capt Pol. Taylor.
Yarmouth,	64	Harry Norris, Rear-Admiral of the White. Capt.
Northumberland,	70	Lord Colvill.
Vanguard,	70	Hon. J. Byron.
Somerſet,	64	F. Geary.
Prince Frederick,	64	R. Mann.
Swiftſure,	70	T. Stanhope.
Orford,	66	C. Stevens
Bedford,	64	Ja. Douglas.
Monmouth,	64	Waſh. Shirley.
York,	60	H. Pigot.
Eagle,	60	C. Proby.
Dunkirk,	60	Hon. Rd Howe.
Newcaſtle,	50	W. Lloyd.
Falkland,	50	F. S. Drake.
Rocheſter,	50	R. Duff.
Romney,	50	M. Milbank.
Falmouth,	50	Rd Hughes, jun.
Sheerneſs,	20	T. Graves.

Note 98. Deſcription of the Chauſey Iſlands.

CHAUSEY ISLANDS,

Are a cluſter of ſmall iſlands which lie to the N. W. of Grenville, and belong to the family of Matignon, which ſome time ago farmed them out to the inhabitants of St Malo for the ſea-ware, of which they make kelp. Theſe iſlands are pretty numerous, and form a very good harbour, capable of receiving ſmall veſſels, and which proved of great uſe to the ſmall privateers of Jerſey and Guernſey during the laſt war. By their means they greatly injured the French coaſting trade: they lurked about thoſe rocks, and ſallied forth whenever they ſaw a veſſel which they thought they could make prize of. Theſe iſlands in fact are ſo many barren rocks, producing nothing but a little graſs. They abound with all ſorts of ſhell-fiſh, and the ſhores with ſea-ware. On the largeſt are a few rabbits. On this iſland are the remains of a ſmall chapel; and in order to prevent the Britiſh privateers from ſheltering here, a fort of ſome ſtrength was erected. There are no inhabitants on any of the iſlands; but in the ſummer-time many workmen are ſent to quarry ſtones, (which are deemed very good), and are employed in cutting and forming them, and in tranſporting them to St Malo, Grenville, &c. for building and repairing the fortifications and private houſes. During the war large quantities of ſtone were brought from theſe iſlands for erecting and repairing the fortifications at the iſlands of Jerſey and Guernſey.

Note 99. A true Narrative of the Court of Spain's proceedings relative to the Antigallican privateer, and her prize the Duc de Penthievre.

On the 26th of December 1756, the Antigallican privateer took the Duc de Penthievre Indiaman, in the Channel that forms the entry of the ports of Ferrol and Corunna, and in ſight of all the inhabitants of the latter.

In conſequence of the firſt complaints that were made of this inſult offered to the Spaniſh territory, the Commandant General of Galicia ordered both the Captain and the pilot of the port to be examined upon it; and that any witneſſes brought by the French conſul ſhould alſo be admitted to give their evidence in the matter, upon oath.

After the moſt proper informations were taken at Corunna, the Commandant General ſent an account of the whole to Court; and likewiſe

likewiſe delivered a copy of all the depoſitions to the French Conſul.

The French, in conſequence of this, applied to the King of Spain; who gave orders that theſe informations, and the letter from the Commandant of Galicia, ſhould be laid before his council of war.

Whilſt the council of war were going on with the examination, an account came to Court that the privateer and her prize were arrived at Cadiz: and though the French conſul there applied to the Governor, deſiring that he would detain the veſſels, he refuſed to do it, as he had no orders from Court for that purpoſe.

The council of war having examined all the papers and affidavits, gave their opinion as follows: "That the violation of his Majeſty's territory, and the inſult offered to it by the privateer, being fully and clearly proved, the privateer ought to be ſtopped, the captain puniſhed, and the pretended prize reſtored to its lawful owners, the French."

Before this report was made, the King had ſent orders to the Governor of Cadiz, to detain both ſhips. The Governor, upon receiving this order, ſent for the Britiſh conſul, and informed him of it; adding, that provided he (the conſul) would be anſwerable for both ſhips and their effects, and that they ſhould not go out of that port till further orders, the Governor would not ſend troops to ſeize them. But upon the conſul's refuſing to do this, and proteſting againſt whatever might be done, the governor, in the conſul's preſence, ordered the mayor of the town, the ſecretary of the government, and the notary of war, to take the neceſſary troops with them, to take poſſeſſion of the ſaid ſhips, in order to detain them; recommending to them to uſe the greateſt moderation and civility. When the two ſhips were thus ſeized, the Engliſh conſul did then offer to be bound that they ſhould not go out of port without orders from Madrid; which offer the governor accepted of with the greateſt politeneſs; and the troops were immediately withdrawn, and only ſome cuſtomhouſe-officers left on board.

Authentic inſtruments, containing an account of all theſe tranſactions, were delivered to the Engliſh and French conſuls.——The conſul of England informed the Britiſh ambaſſador at Madrid of the affair; who, on the 27th of February, preſented a memorial, and a copy of an affidavit of a lieutenant of the French prize, made by him, as it appears, in the port of Cadiz, in preſence of the Engliſh conſul, and on board the ſhip where he was a priſoner. Upon theſe grounds the ambaſſador demanded, that the prize ſhould not be delivered to the French: and though this application was made ſome days after the order had, in conſequence of the opinion of the council of war, been ſent from Madrid to reſtore the ſhip to the French; yet, on this bare complaint, freſh orders were immediately diſpatched to the governor of Cadiz, ſignifying that he ſhould not give up the ſhip to the French, if he had not already done it; and if he had, that he ſhould at all events keep both ſhips in his poſſeſſion till farther orders.

This

This laſt order arrived at Cadiz after the ſhip had been given up to the French, in conſequence of the preceding orders; ſo that the governor could do no more than ſeize again upon the ſhips, and keep them both from the Engliſh and French.

It may not be improper to add in what manner the governor behaved in executing the orders to deliver the ſhip to the French, before he received the laſt and contrary orders. The captain of the privateer, when he was informed of what was to be done, got all his men on board the prize; proteſted, that, far from giving his conſent to it, he would oppoſe it to his utmoſt; and ſeemed to be getting ready to ſail out of port. Upon this raſh and imprudent reſolution, the governor ordered the commanders of two Spaniſh ſhips of war to go up along ſide the prize, and uſe every gentle method to perſuade the captain to deliver the prize; and in caſe his obſtinacy ſhould render ſuch means ineffectual, to employ force

This order was given on the 26th of February; but, the ſea running high, the Spaniſh men of war could not come up with the prize till the 2d of March; when being at a proper diſtance, the Spaniſh commander ſent a civil meſſage to the Engliſh captain, to which the latter made an anſwer in his uſual rough way. A ſecond polite meſſage was ſent to him, in which the Spaniſh commandant ſignified, that his orders being to make uſe of force if fairer methods failed, he begged he would not drive him to that diſagreeable neceſſity, but give up the prize quietly. The Engliſh captain replied in the ſame obſtinate ſtrain as before. The Spaniſh commander, ſeeing all his civilities fruitleſs, fired two broadſides at him; upon which he ſtruck his colours. Spaniſh troops were put on board, and the prize reſtored to the French, and the Engliſh captain and his crew taken into cuſtody for their inſolent behaviour. Soon after, however, they were ſet at liberty.——In conſequence of the laſt orders from the court of Madrid, the Governor retook poſſeſſion of the prize, and kept it till the beginning of Auguſt, when, in conſequence of the report of the council of war to the King of Spain, "That the Duc de Penthievre prize had been taken off Corunna, in violation of the Spaniſh territory," the King ſent orders to the governor of Cadiz, to deliver up the prize to the French conſul, and to detain the Antigallican privateer, till the parties were heard with regard to the damages which might have been occaſioned by the detention.

Such was the reſult of this affair, which made ſo much noiſe; in which the partiality of the court of Spain appeared much more conſpicuous than any miſconduct of the privateer.——That ſtrict juſtice was not done, appeared ſo plainly, that on the breaking out of the war againſt Spain in 1762, his Majeſty was pleaſed to give to the ſurviving owners of the Antigallican privateer, his ſhip the Roebuck, of 44 guns, to be by them fitted out to cruize againſt the enemy.

Note

Note 100. Supplies granted by Parliament for the Year 1757.

I. *For Expences incurred and not provided for.*

	£.	s.	d.
For defraying the extraordinary expences of his Majesty's land-forces, and other services incurred in 1756, L.	111,570	19	7½
Towards defraying the exceedings of the office of ordnance for the land-service for 1756,	228,196	4	7
For defraying the remainder of ditto exceedings,	47,869	2	4
Upon account, for defraying the charges incurred by supporting and maintaining the settlement of Nova Scotia in 1756,	15,381	4	0
For enabling his Majesty to discharge the like sum, raised in pursuance of an act made in the last session of parliament, and charged upon the supplies granted in this session,	700,000	0	0
Towards paying off and discharging the debt of the navy,	200,000	0	0
L.	1,303,017	10	6½

II. *For the Service of the current Year,* 1757.

	£.	s.	d.
For 55,000 seamen, including 11,419 marines, and the ordnance for sea-service,	2,860,000	0	0
For the ordinary of the navy, including half-pay to sea-officers,	223,939	7	7
Towards the buildings, rebuildings, and repairs of his Majesty's ships,	200,000	0	0
For 49,749 land-forces, including 4008 invalids, in Great Britain, Guernsey, and Jersey,	1,213,746	3	9
For the pay of the general and staff officers, and the officers for the hospitals, for the land-forces,	47,060	15	10
For maintaining the forces and garrisons in the plantations and Gibraltar, and for provisions for the garrisons in Nova Scotia, Newfoundland, Gibraltar, and Providence,	423,963	16	10
For the charge of the office of ordnance for land-service,	161,557	1	10
For the charge of two Highland battalions of foot to be raised,	46,022	5	0
Carried forward, £.	5,176,289	10	10

	£.	s.	d.
Brought forward,	5,176,289	10	10
For the charge of four regiments of foot on the Iriſh eſtabliſhment, ſerving in North America and the Eaſt Indies, and augmenting Major-General O'Farrell's regiment of foot, -	48,926	2	6
For the reduced officers of the land-forces and marines, - - -	33,000	0	0
For penſions to half-pay officers widows, married before December 25. 1716, -	2,350	0	0
For the officers and private gentlemen of the two troops of horſe-guards and regiment of horſe, reduced, and for the ſuperannuated gentlemen of the four troops of horſe-guards, -	3,321	16	3
For half-pay to certain ſtaff-officers of the late garriſon of Minorca, viz. the ſecretaries of the governor of the iſland, the captain of the ports there, the lieutenant-governor of Fort St Philip, and the ſurgeon of the garriſon of that fort, - - - -	517	1	8
Upon account, for out-penſioners of Chelſea hoſpital, - -	30,000	0	0
Upon account, towards the ſupport of Greenwich hoſpital, -	10,000	0	0
For purchaſing land near Plymouth, and carrying on the works of the hoſpital to be erected thereon for the reception of ſick men belonging to his Majeſty's fleet, - - -	10,000	0	0
Towards enabling the governors and guardians of the Foundling hoſpital, to receive all children under a certain age, to be by them limited, that ſhall be brought to that hoſpital before Jan. 1. 1758, and to continue to carry into execution the good purpoſes for which they were incorporated, - -	30,000	0	0
To enable the commiſſioners for Weſtminſter bridge to widen the paſſage leading from Cockſpur-ſtreet to the paſſage in Spring-garden, leading to St James's park, - - -	2,500	0	0
Towards the farther enabling the ſaid commiſſioners to purchaſe houſes and grounds for widening the ways, and making more ſafe and commodious the ſtreets and paſſages leading from Charing croſs to the two Houſes of Parliament, the courts of juſtice, and Weſtminſter bridge,	10,000	0	0
Upon account, for repairing and finiſhing a road, proper for the paſſage of troops and carriages, from Carliſle to Newcaſtle upon Tyne, whereof			
Carried forward,	£. 5,356,904	11	3

	£.	s.	d.
Brought forward,	5,356,904	11	3
L. 500 to be paid to the commiſſioners for Cumberland, and L. 2500 to thoſe for Northumberland,	3,000	0	0
Upon account, to be paid to the Eaſt-India Company, towards enabling them to defray the expence of a military force in their ſettlements, to be maintained by them, in lieu of the battalion of his Majeſty's forces withdrawn from thoſe ſettlements,	20,000	0	0
To be employed in maintaining and ſupporting the Britiſh forts and ſettlements on the coaſt of Africa,	10,000	0	0
Upon account, for defraying the charge of the civil eſtabliſhment, &c. of Georgia, from June 24. 1756 to June 24. 1757,	3,557	10	0
Upon account, for ſupporting the colony of Nova Scotia,	28,789	5	1
Upon account, to be paid to ſuch perſons, and in ſuch manner, and in ſuch proportions, as his Majeſty ſhall direct, for the uſe and relief of his Majeſty's ſubjects in North and South Carolina, and Virginia, in recompence for ſuch ſervice as, with the approbation of the commander in chief of his Majeſty's forces in America, they reſpectively ſhall have performed, or ſhall perform, either by putting the ſaid provinces in a ſtate of defence, or by acting with vigour againſt the enemy,	50,000	0	0
Upon account, to enable his Majeſty to defray any extraordinary expences of the war, incurred or to be incurred, for the ſervice of the year 1757, and to take all ſuch meaſures as may be neceſſary to diſappoint or defeat any enterpriſes or deſigns of his enemies, and as the exigency of affairs may require,	1,000,000	0	0
	£. 6,472,251	6	4

III. *For Foreign Subſidies, Pay to Foreign Troops, &c.*

	£.	s.	d.
For the charge of 8605 foot, with the general and ſtaff officers, the train of artillery, and officers of the hoſpital, Hanoverian troops in the pay of Great Britain, from December 25. 1756 to February 24. 1757, both incluſive,	33,025	1	6
	£. 33,025	1	6

	£.	s.	d.
Brought forward,	33,025	1	6
For the charge of 5726 foot, with the officers, artillery, and hoſpital, ditto troops in ditto pay, from February 25. 1757 to March 26. following, both inclusive,	9,494	3	9
For the expence of the march in Germany of the troops of Hanover in the pay of Great Britain, both at their coming here and their return back,	31,959	15	6
For the charge of 6544 foot, with the general and ſtaff officers, and train of artillery, Heſſian troops in the pay of Great Britain, from the December 25. 1756 to February 24. 1757, both inclusive,	23,335	17	11
——— from February 25. 1757 to April 26. following, both inclusive,	22,959	10	2½
——— from April 27. 1757 to May 27. following, both inclusive,	11,667	18	11½
Towards defraying the charge of German pay, ditto troops in ditto pay,			
Foot, with the general and ſtaff officers, and train of artillery,			
6600 from May 28. to Dec. 24. 1757,	46,597	9	0
3300 from April 22. to Dec. 24. 1757,	27,273	14	0
Horſe, with the officers of the hoſpital,			
1400 from April 27. to Dec. 24. 1757,	25,078	0	0
700 from Auguſt 23. to Dec. 24. 1757,	6,129	9	6
For defraying the charge of remount and levy money for 700 horſe and 3300 foot, ditto troops in ditto pay, purſuant to treaty,	57,296	17	6
For making good his Majeſty's engagements with the Landgrave of Heſſe-Caſſel, purſuant to treaty,	60,766	1	0
For defraying the charge of an advanced ſubſidy, at the rate of 150,000 crowns a-year, due to ditto, purſuant to treaty, from Auguſt 6. 1756 to April 27. 1757, the day when the cavalry enters into the pay of Great Britain,	26,007	5	6½
For defraying the charge of the remaining moiety of remount-money for 1400 horſe, purſuant to treaty, payable April 27. 1757, the ſuppoſed day when the cavalry took the field,	13,475	0	0
For aſſiſting his Majeſty in forming and maintaining, during the preſent year, an army of obſervation, for the juſt and neceſſary defence and preſervation of his Majeſty's electoral dominions, and thoſe of his allies; and towards enabling his Majeſty to fulfil his engagements with			
Carried forward,	£. 375,056	4	4½

	£.	s.	d.
Brought forward,	375,056	4	4½
the King of Pruſſia, for the ſecurity of the empire againſt the irruption of foreign armies, and for the ſupport of the common cauſe,	200,000	0	0
For foreign ſubſidies, pay to foreign troops, &c.	£. 575,056	4	4½
For expences incurred and not provided for,	1,303,017	16	6½
For the ſervice of the current year, 1757,	6,472,251	6	4.
Total of the grants for the year 1757,	£. 8,350,325	1	3.

Note 101. A Liſt of the Squadron under the command of Vice-Admiral Watſon in the Eaſt Indies, 1757.

Ships.	*Guns.*	*Men.*	*Commanders.*
Kent,	70	535	Charles Watſon, Vice-Admiral of the Blue. Captain Henry Speke.
Cumberland,	66	530	George Pocock, Rear-Admiral of the Red. Captain John Harriſon.
Tyger,	60	400	Thomas Latham.
Saliſbury,	50	350	William Martin.
Bridgewater,	24	160	Henry Smith.
* Triton,	24	160	Edmund Townley.
Kingsfiſher,	14	100	Richard Toby.

* Arrived from England after the ſquadron was gone to Bengal.

Note 102. Deſcription of Calcutta, Chandernagore, Hughley, &c.

CALCUTTA, or FORT-WILLIAM,

The principal ſettlement in Bengal belonging to the Britiſh, ſituated on the weſtern branch of the Ganges called Hughley, in Lat. 22. 28. N. Lon. 87. 10. E. The fort is an irregular tetragon of brick and mortar called Puckah, which is a compoſition of brick duſt, lime, molaſſes, and cut hemp; and when dry, is more durable than brick or ſtone. The town is built without order, the builders chooſing what ground they pleaſe; the Engliſh near the river, the natives within land. The governor's houſe in the fort is a regular piece of architecture; and in the fort are many convenient lodgings for the council and writers belonging to the Company, with ſtorehouſes and magazines. The Company has a very good hoſpital here, with a gar-

den, and fish-ponds, for the governor, &c. Others have the like, so that provisions are cheap, and the country is agreeable, notwithstanding the inconveniences to which it is incident by the climate. The Company has a pretty strong garrison here, and more so since it was taken by Nabob Surajah Dowlah in 1756, who are employed in conveying the Company's ships from Patna, loaded with saltpetre, piece-goods, opium, and raw silk. The trade of Bengal supplies rich cargoes for fifty or sixty ships yearly, besides what is carried in small vessels to the neighbouring countries; and the article of saltpetre alone is become of so great consequence to the European powers, that every thing has been attempted by the French and Dutch to deprive us of it. Happily their efforts hitherto have proved abortive. Since the disaster in 1756, a new fort has been built of great strength; and since the East India Company acquired territory in Bengal, the city has encreased to a great size, and is now made the residence of the Governor-General of the Company's settlements in India.

Chandernagore,

The principal settlement the French had in Bengal, situated on the Ganges fifty miles higher than Calcutta, from which the French East India Company carried on a very considerable traffic. Here the French had a very strong fort, consisting of four regular bastions, with a ravelin before the land-gate. On the walls were mounted one hundred and twenty pieces of cannon, and several mortars; and in it the French East India Company maintained a garrison of five hundred European troops, besides a great many of the natives.

Hughley,

A large town in the kingdom of Bengal, situated on the most westerly branch of the river Ganges. The town extends near two miles along the side of the river, and carries on a very great trade in all the articles of commerce in this country, affording very valuable cargoes for a number of ships every year, besides what is carried on by land with the neighbouring towns. Saltpetre is brought here from Patna in long narrow vessels. It lies thirty-five miles above Calcutta, in Lat. 22. 0. N. Lon. 88. 25. E.

Articles

Articles of Capitulation proposed by the Director and Council for the French East India Company's affairs at Chandernagore, to Charles Watson, Esq; Vice-Admiral of the Blue squadron of his Britannic Majesty's fleet, and Commander in chief of all his Majesty's ships and vessels employed in the East Indies, and of the marine force of the United Company of merchants trading to and in these parts, with the answers made by the said Vice-Admiral Watson.

ARTICLE 1. The lives of all the deserters shall be saved.

ANSWER. The deserters shall absolutely be given up.

ART. 2. All the officers of this garrison shall be prisoners on their parole of honour, and shall have liberty to carry with them all effects, and go where they please, on promising they will not serve against his Britannic Majesty during the present war.

ANS. The Admiral agrees to this.

ART. 3. The soldiers of the garrison shall be prisoners of war so long as the present war continues; and when peace is made between the King of France and the King of England, they shall be sent to Pondicherry, and till then be entertained at the expence of the English company.

ANS. The Admiral likewise agrees, with this difference only, that instead of sending the soldiers to Pondicherry, they shall be sent to Madrass, or to England, as the Admiral shall hereafter think proper; and that such foreigners, who are not of the French nation, and choose voluntarily to enter into the English service, shall have liberty.

ART. 4. The sepoys of the garrison shall not be prisoners of war. They shall have leave, on the contrary, to return to their own country on the coast.

ANS. The Admiral agrees to this.

ART. 5. The officers and men of the Company's European ship St Contest shall be sent to Pondicherry in the first English ship which goes to the coast.

ANS. The officers and men of the European ships shall be upon the same footing as the soldiers, and be sent to Madrass or to England as soon as possible.

ART. 6. The French Jesuit fathers shall have liberty to exercise the functions of their religion in the house which has been assigned them since the demolishing of their church; the silver ornaments and every thing that belongs to the church, shall be given them, and also their effects.

ANS. The Admiral cannot agree to any Europeans residing here; but the French Jesuits may go to Pondicherry, with all the ornaments of their church, or wherever else they please.

ART. 7. All the inhabitants, of what nation or quality soever, as Europeans, Mustees, Christians, Blacks, Gentiles, Moors, and others, shall be put in possession of their houses, and of all in general, as shall be found belonging to them, either in the fort, or on their estates.

ANS. This article to be left to the Admiral, who will do justice.

ART. 8.

ART. 8. The factories of Caſſimbazar, Dacca, Patna, Jeuda, and of Ballaſore, ſhall remain at the command of the chiefs who direct them.

ANS. To be ſettled between the Nabob and the Admiral.

ART. 9. The directors, counſellors, and thoſe employed under them, ſhall have leave to go where they pleaſe, with their cloaths and linen.

ANS. The Admiral agrees to this.

The Admiral expects an anſwer by three o'clock this afternoon, and that the Britiſh forces may take poſſeſſion of the fort by four.

The above mentioned propoſitions have been accepted of by the council; in conſequence of which we have delivered up the fortreſs of Chandernagore to Admiral Watſon.

Chandernagore, the 23d of March 1757.

LA PORTIERE. P. RENAULT.
F. NICOLAS. M. FOURNIER.
SUGUES. A. CAILLOT.

Note 103. Articles acceded to, ſigned and ſealed by the Nabob of Bengal, and the Eaſt India Company, February 9. 1757.

ART. 1. Whatever rights and privileges the King hath granted to the Engliſh Company in the Phirmaund and Huſbulhoorums ſent from Delhi, ſhall not be diſputed or taken from them, and the immunities therein mentioned ſtand good and to be acknowledged. Whatever villages are given by the Phirmaund to the Company, ſhall likewiſe be granted, notwithſtanding they have been denied them by former Soubahdars; but the Zemindars of theſe villages are not to be hurt or diſplaced without cauſe.

ANS. I do agree to the terms of the Phirmaund.

ART. 2. All goods paſſing and repaſſing through the country by land or water, in Bengal, Bahar, and Orixa, with Engliſh Duſtachs, ſhall be exempt from any tax, fee, or impoſition, from Choqedars, Gualivahs, Zemindars, or any others.

ANS. I agree to this.

ART. 3. All the Company's factories ſeized by the Nabob ſhall be returned. All the money, goods, and effects belonging to the Company, their ſervants and tenants, and which have been ſeized and taken by the Nabob, ſhall be reſtored. What has been plundered and pillaged by his people ſhall be made good by the payment of ſuch ſum of money as his juſtice ſhall think reaſonable.

ANS. I agree to reſtore whatever has been ſeized and taken by my orders, and accounted for in my ſincany.

ART. 4. That we have permiſſion to fortify Calcutta in ſuch a manner as we may think proper, without interruption.

ANS. I conſent to it.

ART. 5. That we ſhall have liberty to coin ſiccas both gold and ſilver, of equal weight and fineneſs to thoſe of Muxadabad, which ſhall paſs

pass current in the provinces; and that there be no demand made for a deduction of Batta.

Ans. I consent to the English Company's coining their own bullion into ficcas.

Art. 6. That the treaty shall be ratified by signing, sealing, and swearing in the presence of God and his Prophets, to abide by the articles therein contained, not only by the Nabob, but his principal officers and ministers.

Ans. I have sealed and signed the articles in the presence of God and his Prophets.

Art. 7. That Admiral Charles Watson, and Colonel Robert Clive, on the part and behalf of the English nation, and of the Company, do agree to live in a good understanding with the Nabob, to put an end to these troubles, and be in friendship with him whilst these articles are preserved and performed by the Nabob.

Ans. I have signed and sealed the foregoing articles upon these terms, that if the governor and council will sign and seal them with the Company's seal, and will swear to the performance on their part, I then consent and agree to them.

Then followed the Nabob's seal; and Meer Jaffier, and Rajah Dullub, two of his ministers, also underſigned it.

Note 104. Treaty executed by Meer Mahomed Jaffier Cawn Bahadar, with Admiral Watson, Colonel Clive, and the counsellors Drake and Watts.

In the presence of God and his Prophet, I swear to abide by the terms of this agreement while I have life.

Meer Mahomed Jaffier Cawn, the slave of Allum Geer Mogul.

Article 1. The agreement and treaty made with Nabob Serajah Dowlah, I agree to and admit of.

Art. 2. The enemies of the English are my enemies, whether Europeans, or others.

Art. 3. Whatever goods and factories belong to the French in the provinces of Bengal, Bahar, and Orixa, shall be delivered to the English, and the French never permitted to have factories or settlements any more in these provinces.

Art. 4. To indemnify the Company for their losses by the capture of Calcutta, and the charges they have been at to repossess their factories, I will give one crore of rupees. (1,250,000 l.)

Art. 5. To indemnify the English inhabitants who suffered by the capture of Calcutta, I will give fifty lack of rupees. (650,000 l.)

Art. 6. To indemnify the losses suffered by Gentoos, Moormen, &c. I will give twenty lack of rupees. (250,000 l.)

Art. 7. To inhabitants, the Armenian Peotts of Calcutta, who suffered by the capture, I will give seven lack of rupees. (87,500 l.)

The

The diviſion of theſe donations to be left to the Admiral, the Colonel, and committee.

Art. 8. The lands within the Moratta ditch all round Calcutta, (which are now poſſeſſed by other Zemindars), and ſix hundred yards all round without the ditch, I will give up entirely to the Company.

Art. 9. The Zemindary of lands to the ſouthward of Calcutta, as low as Culpu, ſhall be in the hands of the Engliſh Company, and under their government and orders. The cuſtomary rents of every diſtrict within that tract to be paid by the Engliſh into the King's treaſury.

Art. 10. Whenever I ſend for the aſſiſtance of the Engliſh troops, their pay and charges ſhall be diſburſed by me.

Art. 11. From Hughley downwards I will build no new forts near the river.

Art. 12. As ſoon as I am eſtabliſhed Soubah of the three provinces, I will immediately perform the above-mentioned articles.

Dated the 15th of the Moon of Ramazan,
(June . 1757.). *In the fourth year of the preſent Reign.*

Note 105. A Liſt of the Squadron under the command of Rear-Admiral Cotes at Jamaica, and of the Prizes made by Captain Forreſt, 1757.

Ships.	*Guns.*	*Commanders.*
Marlborough,	90	Thomas Cotes, Rear-Admiral of the White. Capt. Robert Faulknor.
Edinburgh,	64	W. Langdon.
Auguſta,	60	Ar. Forreſt.
Dreadnought,	60	M. Suckling.
Princeſs Mary,	60	T. Craven.
Aſſiſtance,	50	R. Wellard.
Greenwich,	50	R. Roddam.
Lyan,	44	Ja. Kirk.
Sphynx,	24	H. Dennis.
Squirrel,	20	H. Parker.
Wager,	20	W. Shurmur.
Lively,	20	Fr. Wyat.
Rye,	20	J. Wickham.
Shoreham,	20	H. Marſh.

A Liſt of the French merchant-ſhips taken by the Auguſta, Captain Forreſt.

Ships.	*Tons.*	*Guns.*	*Men.*
Le Mars,	500	22	108
Le Theodore,	650	18	70
Carried forward,	1150	40	178

Ships.	Tons.	Guns.	Men.
Brought forward, —	1150	40	178
Le Subtile,	350	22	44
La Marguerite,	850	18	50
Le St Pierre,	300	14	40
Le Maurice le Grand,	300	12	36
La Flore,	300	12	35
Le Brillant,	200	10	30
La Mutinet, a brig,	120	4	12
Total, —	3070	118	415

Note 106. A Liſt of the French Squadron that engaged Captains Forreſt, Suckling, and Langdon, October 1757.

Ships.	Guns.	Men.	Commanders.
L' Intrépide,	74	900	M. de Kerſaint.
Le Sceptre,	74	800	M. Clevau.
L' Opiniatre,	64	650	M. de Molian.
Greenwich,	50	500	M. de Faucault.
L' Outarde,	44	400	
Le Sauvage,	32	300	
Le Licorne,	32	300	
Total, —	370	3850	

Note 107. Liſt of the Fleet under Commodore Moore at the Leeward iſlands, 1757.

Ships.	Guns.	Commanders.
Cambridge,	80	John Moore, Commodore. Capt. T. Burnett.
Buckingham,	70	Rd Tyrrell.
Trident,	64	A. Jelf.
Briſtol,	50	A. Leſlie.
Falkland,	50	F. S. Drake.
Woolwich,	44	P. Parker.
Humber,	40	S. Scot
Roebuck,	40	J. Holwall.
Amazon,	26	W. Norton.
Blandford,	24	C. Middleton.
Antigua,	14	Chr. Codrington.
Saltash,	14	Walter Stirling.
Weazle,	16	J. Boles.

Note 108. A Liſt of the Fleet which ſailed from New-York to Halifax, under Rear-Admiral Sir Charles Hardy, June 20. 1757.

Ships.	*Guns.*	*Commanders.*
Sutherland,	50	Sir Charles Hardy, Rear-Admiral of the White. Capt. Falkingham.
Nightingale,	20	Ja. Campbell.
Kennington,	20	D. Digges.
Vulture,	16	S. Salt.
Ferret,	14	Ar. Upton.

A Liſt of the Troops under the Earl of Loudoun, eſcorted by the above Squadron.

The 22d, 42d, 44th, and 48th regiments; two battalions of the 60th regiment; a corps of rangers; 100 Boſton carpenters; and ſix months proviſions for the troops; and almoſt every requiſite for carrying on a ſiege.

Note 109. A Liſt of the French Fleet at Louiſburg in 1757, under the command of M. Bois de la Mothe.

Ships.	*Guns.*	*Commanders.*
Le Duc de Bourgogne,	84	M. Bois de La Mothe.
L' Etonant,	80	M. de Beaufrement.
Le Formidable,	80	
L' Hector,	74	M. du Reveſt.
Le Defenſeur,	74	
Le Diademe,	74	
Le Superbe,	74	
Le Glorieux,	74	
L' Heros,	74	
Le Dauphin Royal,	70	
L' Achille,	64	
Le Vaillante,	64	
Le Sage,	64	
L' Inflexible,	64	
L' Eveillé,	64	
Le Belliqueux,	64	
Le Celebre,	64	
Le Bizarre,	64	
FRIGATES.		
La Brune,	36	
Le Bien Acquis,	38	
La Comette,	30	
La Hermoine,	26	
Le Fleur de Lys,	36	
La Fochine, *flute*,	36	

Note 110.

Note 110. A Liſt of the Fleet in North America, under the command of Vice-Admiral Holburne, in 1757.

Ships.	*Guns.*	*Commanders.*
Newark,	80	Francis Holburne, Vice-Admiral of the Blue. Capt. William Holburne.
Invincible,	74	Sir Charles Hardy, Rear-Admiral of the White. Capt. John Bentley.
Grafton,	70	Charles Holmes, Commodore. Capt Thomas Cornewall.
Terrible,	74	Richard Collins.
Northumberland,	70	Lord Colville.
Orford,	66	Richard Spry.
Bedford,	64	Thorpe Fowke.
Captain,	64	John Amherſt.
Naſſau,	64	James Sayer.
Defiance,	60	Patrick Baird.
Kingſton,	60	William Parry.
Nottingham,	60	Samuel Marſhall.
Sunderland,	60	George Mackenzie.
Tilbury,	60	Henry Barnſley.
Windſor,	60	Samuel Faulknor.
Centurion,	50	William Mantell.
Sutherland,	50	Edward Falkingham.
FRIGATES.		
Kennington,	20	Dudley Digges.
Nightingale,	20	James Campbell.
Portmahon,	20	Samuel Wallis.
Succeſs,	20	Paul Henry Ourrey.
Winchelſea,	20	John Rous.
SLOOPS.		
Baltimore,	16	Thomas Owen.
Jamaica,	14	Samuel Thompſon.
Hawke,	14	Henry Bradley.
Vulture,	14	John Scaife.
Hunter,	12	John Laforey.
Cruizer,	10	Edward Park.
Speedwell,	8	Robert Bond.
Otter,	10	William Tucker.
Ferret,	10	Francis Upton.
Spy,	10	William Bayne.
Gibraltar's Prize,	12	John Stott.

BOMB-KETCHES.

Ships.	*Guns.*	*Commanders.*
Furnace,	8	Capt. Will. Williamſon.
Grenado,	8	Rob. Hawthorn.

FIRE-SHIP.

Lightning,	8	Capt. Henry Martin.

Note 111. Land Forces.

GENERAL and STAFF OFFICERS.

Commander in Chief, Major-General John Earl of Loudoun.
James Abercrombie,
Peregrine Thomas Hopſon,
Lord Charles Hay,
} Major-Generals.
Colonel Charles Lawrence, Brigadier-General.
Adjutant-General, Colonel John Forbes.
Quarter-Maſter General, Lieut.-Colonel Sir John St Clair, Baronet.
Commander of the Artillery, Lieut.-Colonel George Williamſon.
Chief Engineer, Dugald Campbell, Eſq;

The Army was ſubdivided in Brigades as follows:

Commanding Officer.	*1ſt Brigade.*	*Command. Officer.*	*2d Brigade.*	*Command. Officer.*	*3d Brigade.*
Major-General Hopſon.	2d Batt. 1ſt Reg. 28th Reg. 44th —— 55th ——	Major-General Abercrombie.	17th Reg. 42d —— 46th —— 60th, 2d Batt.	Major-General Lord Charles Hay.	22d Reg. 43d —— 48th —— 60th, 4th Batt.

The Reſerve, commanded by Brigadier-General Lawrence, 27th regiment, together with a detachment of 700 men, drawn from the 40th, 45th, and 47th regiments.

Note 112.

Note 112. When Admiral Holburne ſailed for Louiſburg, he gave out the following Line-of-battle.

The Kingſton to lead with the ſtarboard, and the Defiance with the larboard tacks on board.

Frigates to repeat ſignals.	*Ships.*	*Guns.*	*Commanders.*	*Diviſions.*
	Kingſton,	60	William Parry,	SirCha.Hardy, Rear Admiral of the White.
	Captain,	64	John Amherſt,	
Hunter.	Invincible,	74	John Bentley,	
	Naſſau,	64	James Sayer,	
	Sutherland,	50	Ed. Falkingham,	
	Tilbury,	60	Henry Barnſley,	Fra. Holburne, Vice Admiral of the Blue, Commander in Chief.
	Northumberland,	70	Lord Colville,	
Portmahon.	Newark,	80	Wm Holburne,	
	Orford,	66	Richard Spry,	
	Sunderland,	60	Geo. Mackenzie.	
	Centurion,	50	William Mantell,	
	Nottingham,	60	Sam. Marſhall,	Cha. Holmes, Commodore.
	Bedford,	64	Thorpe Fowke,	
Ferret.	Grafton,	70	Tho. Cornewall,	
	Terrible,	74	Rich. Collins.	
	Defiance,	60	Patrick Baird,	

A Liſt of the Ships ſent from England to reinforce Vice-Admiral Holburne in North America.

Ships.	*Guns.*	*Commanders.*
Somerſet,	64	Capt. Francis Geary.
Devonſhire,	64	William Gordon.
Eagle,	60	Hugh Pallifer.
York,	60	Hugh Pigot.

Note 113. A Liſt of the General and Staff Officers, with the military force deſtined againſt Rochefort, 1757.

Commander in Chief, Lieutenant-General Sir John Mordaunt, K. B.
Hon. Henry Seymour Conway, } Major-Generals.
Hon. Edward Cornwallis, }
Quarter-Maſter General, Colonel James Wolfe.

Firſt

First Brigade.	*Commanding Officers of Regiments.*	*Second Brigade.*	*Commanding Officers of Regiments.*
3d Reg. of Foot,	Col. G. Howard.	5th Reg.	Col. Ld G. Bentinck.
8th ———	Lt-Col. Lafaufille.	15th —	Lt-Col. Murray.
20th———	Col. W. Kingſby.	24th —	Lt-Col. Ruſane.
25th———	Lt-Col. Scott.	30th —	Lt-Col. Sir Wm Boothby.
50th———	Col. S. Hodgſon.	51ſt —	Col. Brudenell.

Each regiment was completed to ſeven hundred men,	7000
Light Horſe,	100
Artillery,	200
Total,	7300

Naval Force deſtined againſt Rochfort, Sir Edward Hawke, K. B. Commander in Chief.

Ships.	*Guns.*	*Men.*	*Commanders.*
Ramillies,	90	815	Sir Edw. Hawke, K. B. Admiral of the Blue. Capt. James Hobbs.
Neptune,	90	805	Cha. Knowles, Vice-Admiral of the Red. Capt. James Galbraith.
Princeſs Amelia,	80	681	Tho. Broderick, Rear-Admiral of the White. Capt. Stephen Colby.
Royal George,	100	870	Matthew Buckle.
Namur,	90	780	Peter Denis.
Barfleur,	90	780	Samuel Graves.
Royal William,	84	770	Will. Taylor.
Magnanime,	74	700	Hon. Rich. Howe.
Torbay,	74	700	Hon. Aug. Keppel.
Dublin,	74	600	Geo. Bridges Rodney.
Burford,	70	520	James Young.
Aleide,	64	500	James Douglas.
America,	60	420	Hon. John Byron.
Achilles,	60	420	Hon. Sam. Barrington.
Medway,	60	420	Charles Proby.
Dunkirk,	60	420	Robert Digby.
FRIGATES.			
Jaſon,	50	250	William Paſton.
Southampton,	32	220	James Gilchriſt.
Coventry,	28	200	Carr Scroope.
Carried forward,	1310	10871	

SLOOPS.

Ships.	*Guns*	*Men.*		*Commanders.*
Brought forward,	1310	10871		
Cormorant,	18	120	Capt.	Benjamin Clive,
Poſtillion,	18	120		William Cooper,
Beaver,	16	100		Edw. Gaſcoigne.
Pelican,	16	100		James O'Hara.
Eſcort,	14	80		Charles Inglis.
BOMB-KETCHES.				
Firedrake,	8	60		Owen Edwards.
Infernal,	8	68		James Mackenzie.
FIRE-SHIPS.				
Pluto,	8	45		John Lindſay.
Proſerpine,	8	45		Francis Banks.
BUSSES.				
Canterbury,	6	40		Thomas Lempriere.
Medway,	6	40		Charles Lucas.
HOSPITAL-SHIP.				
Thetis,	18	100		John Moutray.
Total,	1476	11779		

A Deſcription of the Town and Port of Rochefort, Baſque Road, the Iſlands of Oleron, Rhé, and Aix.

ROCHEFORT,

A town in France, in the territory of Aunis, is ſituated on the river Charente, about three leagues from its mouth, in Lat. 46. 3. N. Long. 0. 45. W. The waters of this river abound in fiſh, and form ſeveral iſlands at its mouth, moſt of which are fortified.

Lewis XIV. very deſirous of increaſing his marine, by the advice of M. Colbert, purchaſed this ſpot, as a proper place for a Royal dock yard. A regular plan was laid down for the town, and a large ſpace ſet apart for the foundery, magazines, and dock-yard.

The river has depth ſufficient to admit the largeſt ſhips, and they can lie afloat in the harbour even at low water. From its ſheltered ſituation they are free from hurricanes. Bomb-veſſels cannot come near enough to reach them; neither does the worm bite here. The neighbouring

bouring provinces afford them every neceſſary for victualling fleets. The building of the town began in 1666, and in 1673 it contained 20,000 inhabitants, great encouragement being given to people to ſettle here. The public buildings are magnificent. The dock-yard is very grand: it conſiſts of ſeveral ſlips for building ſhips, and three docks for repairing and careening. In 1675 the town was fortified: this was much contrary to the opinion of M. Colbert, who did not want that it ſhould be a garriſon town: but that the place ſhould only be incloſed with a plain wall. In his opinion the only ſide from which any danger was to be apprehended was the river, and that avenue ought to be fortified in the ſtrongeſt manner. Beſides the fort on the iſland of Aix, the mouth of the river is guarded by a ſtrong redoubt on Iſle Madame, the fort of Fouras, and the fort of the Point. A league above the entrance of the river, and on the ſouth ſide of the Charente, ſtands fort Lupin, being a redoubt with loop-holes, ſurrounded with a circular battery of twenty-two guns, to fire to the right and left, and directly across the river; but the chief protection to the place on this ſide is the number of ſhoals with which the entrance into the river abounds; and altho' frigates and ſmaller ſhips of war can go up to the town with all their guns and ſtores on board, yet before ſhips of the line can proceed as high, they are obliged to come to an anchor off the iſle of Aix, and there put their guns and heavy ſtores into lighters, and thence proceed, in ballaſt only, to Rochefort: and, in like manner, before they proceed to ſea, they take in their guns, &c. abreaſt of the iſle of Aix. The fortifications of Rochefort on the land-ſide are not deemed of any great ſtrength, and will not ſtand any time againſt regular approaches, and unleſs the place is ſtrongly garriſoned, might, by a briſk officer and a reſolute body of men, be carried by a coup de main. A few years after the founding of Rochefort, the project for regiſtering ſeamen firſt began here. They were afterwards divided into three claſſes, by which 60,000 ſeamen were regiſtered in 1680: they were to ſerve alternately; 20,000 were allotted to the King's ſervice, 20,000 to trading veſſels, and 20,000 to be at their own diſpoſal. In 1674 the Dutch, under Van Tromp, made an attempt on Rochefort with a powerful armament, but were repulſed.

Basque Road,

Is formed by the main, the iſlands of Oleron, Rhé, and Aix.

Oleron is a well cultivated iſland, about five leagues long and two in breadth, and containing near 11,000 inhabitants, a great number of whom are mariners. Indeed this iſland has been long famous for its commerce and its ſailors, the code of maritime laws being ſtyled the laws of Oleron. The tower of Chaſſiron is a light-houſe, on that point which juts fartheſt into the ſea, and intended to direct veſſels to the entrance into the Pertuis d' Antioche, the name given to the ſtrait or paſſage between the iſlands Oleron and Rhé.

The

The iſle of Rhé is near four leagues long and about a league broad; it is three leagues from Rochelle. It is well cultivated, produces plenty of ſalt, and an indifferent ſort of wine, which however makes very good brandy. It is well ſituated for trade, and is very populous. Its chief town is St Martin, which, as well as the coaſts of the iſland, is well fortified.

The iſland of Aix is ſituated about three leagues from the mouth of the river Charente. It is near one league long, and about a mile broad where broadeſt. It is well cultivated; has a tolerably built little village, and a church: The inhabitants may be about 500 in number, who live chiefly by fiſhing. At the end of a long narrow point of land is the fort, built from a deſign of the famous M. de Vauban. A great deal of money had been expended on this fortification, the ſtones being brought from the neighbourhood of Rochfort. It in a manner commands the navigation of the Charente. The fort was conſtructed to mount from fifty to ſixty guns, beſides mortars. The works were completed towards the land; but the embraſures were not formed on the ſide next the ſea, when our forces took it in 1757.

Note 114. A Liſt of the Fleet which ſailed from Spithead on October 22. under the command of Admirals Hawke and Boſcawen, 1757.

Ships.	*Guns.*	*Commanders.*
Ramillies,	90	Sir Ed. Hawke, K. B. Admiral of the Blue. Capt. James Hobbs.
Royal George,	100	Hon. Ed. Boſcawen, Vice-Admiral of the Red. Capt. Matt. Buckle.
Neptune,	90	James Galbraith.
Namur,	90	Peter Denis.
Barfleur,	90	Samuel Graves.
Royal William,	84	W. M. Taylor.
Princeſs Amelia,	80	Stephen Colby.
Magnanime,	74	Hon. Rich. Howe.
Torbay,	74	Hon. Aug. Keppel.
Dublin,	74	Geo. Bridges Rodney.
Burford,	70	Ja. Young.
Alcide,	64	Ja. Douglas.
Eſſex,	64	John Campbell.
Intrepid,	60	Ed. Prattin.
Prince of Orange,	60	John Ferguſſon.
Rocheſter,	50	Robert Duff.
Huſſar,	28	John Elliot.
Shannon,	36	Archibald Clevland.
Biddeford,	20	Samuel Hood.

Note 115. Supplies granted for the Year 1758.

I. *For Expences incurred and not provided for.*

	£.	s.	d.
For defraying the extraordinary expences of his Majeſty's land-forces, and other ſervices incurred in 1757,	145,454	15	0½
For defraying the extraordinary expence of the office of ordnance for land-ſervice,	210,301	17	3
To make good the deficiency of the grants for the ſervice of the year 1757,	284,802	1	0½
For enabling his Majeſty to diſcharge the like ſum raiſed in purſuance of an act made in the laſt ſeſſion, and charged upon the ſupplies to be granted in this ſeſſion,	800,000	0	0
For making good a ſum iſſued in purſuance of addreſſes of the Commons to the King,	31,000	0	0
Upon account, for defraying the charges incurred by ſupporting and maintaining the ſettlement of Nova Scotia in 1756,	6,626	9	9½
For reimburſing to the province of Maſſachuſets bay, their expences in furniſhing proviſions and ſtores to the troops raiſed by them for his Majeſty's ſervice for the campaign in 1756,	27,380	19	11½
For reimburſing to the colony of Connecticut ditto,	13,736	17	7
Towards paying off and diſcharging the debt of the navy,	300,000	0	0
	£. 1,819,303	0	8

II. *For the Service of the current Year*, 1758.

	£.	s.	d.
For 60,000 ſeamen, including 14,845 marines, and the ordnance for ſea-ſervice,	3,120,000	0	0
For the ordinary of the navy, including half-pay to the ſea-officers,	224,421	5	8
Towards the buildings, rebuildings, and repairs of his Majeſty's ſhips,	200,000	0	0
For 53,777 land-forces, including 4008 invalids, in Great Britain, Guernſey, and Jerſey,	1,253,368	18	6
For maintaining the forces and garriſons in the plantations and Gibraltar, and for proviſions for the garriſons in Nova Scotia, Newfoundland, Gibraltar, and Providence,	623,704	0	2
Carried forward,	£. 5,421,494	4	4

	£.	s.	d.
Brought forward,	5,421,494	4	4
For the pay of the general and ſtaff-officers, and officers of the hoſpitals, for the land-forces,	37,452	3	4
For the charge of the office of ordnance for land-ſervice,	181,505	10	0
For the charge of four regiments of foot on the Iriſh-eſtabliſhment, ſerving in North America and the Eaſt Indies,	43,968	4	2
Upon account, towards defraying the charge of pay and cloathing for the militia for 1758, and defraying ſuch expences as were actually incurred upon the account of the militia in 1757,	100,000	0	0
For the reduced officers of the land-forces and marines,	35,602	0	0
For penſions to half-pay officers widows married before December 25. 1716,	2,226	0	0
For the officers and private gentlemen of the two troops of horſe-guards, and regiment of horſe, reduced, and for the ſuperannuated gentlemen of the four troops of horſe-guards,	3,098	17	11
Upon account, for out-penſioners of Chelſea hoſpital,	26,000	0	0
Upon account, towards the ſupport of Greenwich hoſpital,	10,000	0	0
For carrying on the works of the hoſpital for ſeamen building near Plymouth,	10,000	0	0
Towards carrying on the works of the hoſpital for ſick and wounded ſeamen at Haſler, near Goſport,	10,000	0	0
Towards enabling the governors and guardians of the Foundling hoſpital, to receive all children under a certain age, to be by them limited, that ſhall be brought to that hoſpital before Jan. 1. 1759, and to continue to carry into execution the good purpoſes for which they were incorporated,	40,000	0	0
Towards carrying on the works for fortifying and ſecuring the harbour of Milford,	10,000	0	0
Upon account, to be paid to the Eaſt-India Company, towards enabling them to defray the expence of a military force in their ſettlements, to be maintained by them, in lieu of the battalion of his Majeſty's forces withdrawn from thoſe ſettlements,	20,000	0	0
To be employed in maintaining and ſupporting the Britiſh forts and ſettlements on the coaſt of Africa,	10,000	0	0
Carried forward,	£. 5,961,346	19	9

	£.	s.	d.
Brought forward,	5,961,346	19	9
Upon account, for defraying the charges of the civil eſtabliſhment, &c. of Georgia, from June 24. 1757 to June 24. 1758, -	8,557	10	0
Upon account, for ſupporting and maintaining the colony of Nova Scotia, - -	9,902	5	0
To be applied in augmentation of the ſalaries of the Judges in the ſuperior courts of juſtice, agreeably to an addreſs from the Commons to the King, repreſenting, that the ſalaries of moſt of the Judges in his Majeſty's ſuperior courts of juſtice in this kingdom were inadequate to the dignity and importance of their offices; and therefore beſeeching his Majeſty to advance any ſum, not exceeding L. 11,450, to be applied in augmentation of the ſalaries of ſuch Judges, and in ſuch proportions, as his Majeſty, in his great wiſdom, ſhould think fit, for the preſent year; and aſſuring his Majeſty, that the Houſe would make the ſame good to his Majeſty,	11,450	0	0
Towards the rebuilding of London bridge, -	15,000	0	0
For repairing the pariſh-church of St Margaret, Weſtminſter, - -	4,000	0	0
Upon account, to enable his Majeſty to defray any extraordinary expences of the war, incurred or to be incurred, for the ſervice of the year 1758, and to take all ſuch meaſures as may be neceſſary to diſappoint or defeat any enterpriſes or deſigns of his enemies, and as the exigency of affairs may require, - -	800,000	0	0
£.	6,805,256	14	9

III. *For Foreign Subſidies, Pay to Foreign Troops, &c.*

	£.	s.	d.
For defraying the charge of 2120 horſe and 9900 foot, with the general and ſtaff officers, officers of the hoſpital, and train of artillery, Heſſian troops in the pay of Great Britain, from the 25th December 1757 to the 22d February 1758, both incluſive, together with the ſubſidy for ſaid time, purſuant to treaty, - £.	38,360	19	10½
—— from February 23. 1758 to April 23. following, both incluſive, -	38,360	19	10½
—— from December 25. 1757 to December 24. 1758, both incluſive, being what remains to be paid for the Heſſian troops, with the ſubſidy, purſuant to treaty, - -	165,175	4	10½
Carried forward, £.	241,897	4	8

	£.	s.	d.
Brought forward,	241,897	4	8
Upon account, as a preſent ſupply, in this critical exigency, towards enabling his Majeſty to ſubſiſt and keep together the army formed laſt year in his electoral dominions, and now again put in motion, and actually employed againſt the common enemy, in concert with the King of Pruſſia, - - -	100,000	0	0
For defraying the charge of 38,000 men of the troops of Hanover, Wolfenbuttle, Saxe-Gotha, and Buckkeburg, with general and ſtaff officers, now actually employed, from November 28. 1757 to December 24. 1758, incluſive, the ſaid troops to be muſtered by an Engliſh commiſſary, - -	463,084	6	10
In full ſatisfaction for defraying the charges of forage, bread-waggons, train of artillery, and train of proviſions, wood, ſtraw, &c. of the above troops, - - -	386,915	13	2
For enabling his Majeſty to make good his engagements with the King of Pruſſia, purſuant to a convention between his Majeſty and the King of Pruſſia, concluded April 11. 1758,	670,000	0	0
For foreign ſubſidies, pay to foreign troops, &c. £.	1,861,897	4	8
For expences incurred and not provided for,	1,819,303	0	8
For the ſervice of the current year, 1758,	6,805,256	14	9
Total of the grants for the year 1757, £.	10,486,457	0	1

Note. 116. A Liſt of Vice-Admiral Pocock's Fleet in the Eaſt Indies, and the Order in which his line of-battle Ships engaged on the 29th of April 1758.

Ships.	*Guns.*	*Commanders.*
Tyger,	60	Thomas Latham.
Saliſbury,	50	John Stukely Somerſet.
Eliſabeth,	64	Commodore Charles Stevens. / Richard Kempenfelt.
Yarmouth,	64	Vice-Admiral Pocock. / John Harriſon.
Cumberland,	56	William Brereton.
Newcaſtle,	50	George Legge.
Weymouth,	60	Nicholas Vincent.
Queenborough,	24	Hon. James Colvill.
Protector, ſtore-ſhip.		

Liſt

Liſt of the French Fleet in the Eaſt Indies, under the command of Comte d'Aché.

Ships.	*Guns.*	*Commanders.*
Bien Aime,	58	M. de la Palliere.
Vengueur,	54	M. Bouvet.
Conde,	44	M. de Roſbau.
Duc d'Orleans,	56	M. de Surville, le Cadet.
Zodiaque,	74	Comte d'Aché. M. Gotho. Chevalier de Monteil, Adjutant-General.
St Louis,	50	M. Joannis.
Moras,	44	M. Bec de Lievre.
Sylphide,	36	M. Mahé.
Duc de Bourgogne,	60	M. d'Apret.

Ships to Leeward of the French Line.

Comte de Provence,	74	M. de la Chaiſe,	ſent with M. Lally to Pondicherry.
Diligente,	24		

Note 117. Fort St David, in the Eaſt Indies,

The ſecond ſettlement, in point of rank, which the Britiſh have on the Coromandel coaſt, ſituated in Lat. 11. 44. N. and Long. 79. 45. E. is eighty miles ſouth of Fort St George, or Madras, and about thirty miles ſouth of Pondicherry. Here the Britiſh Eaſt-India Company have erected a ſtrong fort, which ſtands oppoſite to Cuddalore, where the rivers Gudelam and Tirripaular form a junction before they fall into the ſea. The Company has a territory round the fort, extending eight miles along the ſea-ſhore, and four within land. It produces them good long cloths, chintz, callicoes, and muſlins; plenty of ſmall black cattle; and the river abounds with fiſh.

Note 118. A Liſt of the Fleet in the Eaſt Indies commanded by Vice-Admiral Pocock, in the engagement of Auguſt 3. 1758.

Ships.	*Guns.*	*Commanders.*
Yarmouth,	64	Vice-Admiral George Pocock. John Harriſon.
Eliſabeth,	64	Commodore Charles Stevens. Richard Kempenfelt.
Tyger,	60	Thomas Latham.

Weymouth,

Ships.	*Guns.*	*Commanders.*
Weymouth,	60	John Stukely Somerſet.
Cumberland,	56	William Martin.
Saliſbury,	50	William Brereton.
Newcaſtle,	50	Hon. James Colvill.
Queenborough,	24	Digby Dent.

A Liſt of the French Squadron which engaged the Britiſh Fleet in the Eaſt Indies, Auguſt 3. 1758.

Ships.	*Guns.*	*Commanders.*
Le Zodiaque,	74	Comte d'Aché. M. Gotho. Chevalier de Montoil, Adjutant-General.
Le Comte de Provence,	74	M. de la Chaiſe.
Le St Louis,	64	M. Joannis.
Le Vengueur,	64	M. Palliere.
Le Duc d'Orleans,	60	M. de Surville, le Cadet.
Le Duc de Bourgogne,	60	M. Bouvet junior.
Le Conde,	50	M. de Roſbau.
Le Moras,	50	M. Bec de Lievre.
Le Diligente,	24	

Note 119. A Liſt of his Majeſty's Ships on the Jamaica Station, under the command of Commodore John Moore.

Ships.	*Guns.*	*Commanders.*
Cambridge,	80	John Moore, Commodore, Captain Thomas Burnet.
Buckingham,	70	Richard Tyrrell.
Falkland,	50	Francis S. Drake.
Briſtol,	50	Lauchlan Leſlie.
Woolwich,	44	Peter Parker.
Roebuck,	40	Thomas Lynn.
Amazon,	26	William Norton.
Arundell,	24	Richard Matthews.
Bonetta,	16	Richard King.
Weaſel,	14	John Boles.
Antigua,	12	Weſtern Varlo.
Spy,	12	William Bayne.
Barbadoes,	12	Charles Middleton.

Note 120

Note 120. A Liſt of his Majeſty's Ships on the Jamaica Station, under the command of Vice-Admiral Cotes, 1758.

Ships.	*Guns.*	*Commanders.*
Marlborough,	90	Thomas Cotes, Vice-Admiral of the Blue, Capt. Robert Faulknor.
Edinburgh,	64	William Langdon.
Auguſta,	60	Arthur Forreſt.
Dreadnought,	60	Maurice Suckling.
Princeſs Mary,	60	Thomas Craven.
Eagle,	60	James Hobbs.
Aſſiſtance,	50	Robert Wellerd.
Lynn,	44	James Kirk.
Wager,	24	William Shurmur.
Lively,	24	Francis Wyatt.
Seaford,	24	David Edwards.
Port Royal,	14	Hon. Frederick Maitland.
Hornet,	12	Hon. Charles Napier.
Stork,	10	William Tucker.
Port Antonio,	12	Arthur Uſher.

Note 121. A Liſt of the General and Staff Officers on the Expedition againſt Louiſburg, 1758.

Major-General Jeffery Amherſt, Commander in Chief.

Colonel { Edward Whitmore, Charles Lawrence, James Wolfe, } Brigadier-Generals.

Lieutenant-Colonel Hon. Roger Townſhend, Adjutant-General.
Lieutenant-Colonel James Robertſon, Quartermaſter-General.
Colonel George Williamſon, Commander of the Artillery.
Colonel John Henry Baſtide, Chief Engineer.

A Complete Return of the Strength of the Army ſent againſt LOUISBURG.

Regiments and their Colonels.	*Commanding Officers of Regiments.*	*Colonels.*	*Lieut.-Colonels.*	*Majors.*	*Captains.*	*Lieutenants.*	*Enſigns.*	*Chaplains.*	*Adjutants.*	*Qr Maſters.*	*Sergeants.*	*Sergeants Mates.*	*Serjeants.*	*Drummers.*	*Rank & File.*
1ſt, 2d Bat. Sir G. St Clair.	Lt-Col. Forſter.		1	1	7	20	9	1	1	1	1	2	38	18	854
15th, Maj.-Gen. Amherſt.	Lt-Col. Murray.	1	1	1	8	18	7	1	1	1	1	2	35	19	763
17th, Brig.-Gen. Forbes.	Lt-Col. Morris.		1	1	7	10	9		1	1	1	1	29	20	660
22d, B.-G. Whitmore.	Lt-Col. Ld Rollo.	1	1		8	17	8		1	1	1	2	37	20	910
28th, Lieut.-G. Bragg.	Lt-Col Welſh.		1	1	7	9	8	1	1	1	1	1	30	20	627
35th, Lieut.-G. Otway.	Lt-Col. Fletcher.		1		5	12	5		1	1	1	1	20	14	566 (M)
40th, M.-G. Hopſon.	Lt-Col Handfield.		1		7	16	6		1	1	1	2	30	16	655
45th, Lieut.-G. Warburton.	Lt-Col. Wilmot.		1	1	7	17	6		1	1	1	1	38	19	852
47th, Lieut.-G. Laſcelles.	Lt-Col Hale.		1	1	5	15	9		1	1	1	2	38	18	856
48th, Col. Webb.	Lt-Col. Burton.		1	1	7	16	8	1	1	1	1	2	38	20	932
58th, Col. Auſtruther.	Lt-Col Howe.		1		8	8	7		1	1	1	1	26	15	615
60th, 2d Bat. Col. Monkton.	Major Young.			1	6	20	7		1	1	1	2	39	20	925
Do. 3d Do. B.-G Lawrence.	Major Prevoſt.	1		1	6	26	7		1	1	1	2	35	17	814
78th, Lieut.-Col. Fraſer.	Lt-Col. Fraſer.		1	1	11	22	10	1	1	1	1	2	43	22	1084
Rangers.	Lt-Col. Scot.		1		5	12	5				1		24	22	499
Royal Artillery.	Col. Williamſon.	1			5	11	4		1	1	2		11	17	267
	Total Effective,	4	13	10	108	239	115	5	14	15	17	23	518	267	11,869

A Liſt of the Fleet under the command of Admiral Boſcawen, at the Siege of Louiſburg.

Ships.	*Guns.*	*Men.*	*Commanders.*
Namur,	90	775	Hon Ed. Boſcawen, Admiral of the Blue. Capt. M. Buckle.
Royal William,	84	765	Sir Cha. Hardy, Rear-Admiral of the White. Capt. T. Evans.
Princeſs Amelia,	80	678	Philip Durell, Commodore. Capt. J. Bray.
Dublin,	74	600	G. B. Rodney.
Terrible,	74	700	Rd Collins.
Northumberland,	70	520	Alex. Lord Colvill.
Vanguard,	70	520	R. Swanton.
Burford,	70	520	Ja. Gambier.
Orford,	66	520	Rd Spry.
Lancaſter,	66	520	Hon. Geo. Edgecumbe.
Devonſhire,	66	520	W. Gordon.
Somerſet,	64	520	Ed Hughes.
Bedford,	64	520	Thorpe Fowke.
Captain,	64	520	J. Amherſt.
Prince Frederick,	64	520	R. Mann.
Pembroke,	60	420	J. Simcoe.
Kingſton,	60	420	W. Parry.
York,	60	420	Hugh Pigot.
Prince of Orange,	60	420	J. Ferguſſon.
Defiance,	60	420	P. Baird.
Nottingham,	60	420	S. Marſhall.
Centurion,	50	420	W. Mantell.
Sutherland,	50	350	J. Rous.
Diana,	36	240	A. Schomberg.
Shannon,	36	240	C. Meadows.
Juno,	32	220	J. Vaughan.
Trent,	28	200	J. Lindſay.
Boreas,	28	200	Hon. R. B. Walſingham.
Kennington,	28	200	Dudley Digges.
Hind,	20	160	R. Bond.
Scarborough,	20	160	R. Routh.
Nightingale,	20	160	Ja. Campbell.
Port-Mahon,	20	160	S. Wallis.
Squirrel,	20	160	J. Cleland.
Grammont,	18	150	J. Stott.
Beaver,	16	150	Ed. Gaſcoigne.
Hunter,	14	140	J. Latorey
Hawke,	14	140	H. Broadley.
Halifax,	12	120	
Ætna, } fireſhips.	8	80	G. Balfour.
Lightning, }	8	80	
Total,	1904	14,968	

Note

Note 122. The Capitulation of Louiſburg; the Number of the Killed and Wounded during the Siege; Strength of the Garriſon; Number of Guns; and a Liſt of the Ships taken or deſtroyed.

Articles of Capitulation between their Excellencies Admiral Boſcawen and Major-General Amherſt, and his Excellency the Chevalier Drucour, Governor of the iſland of Cape Breton, of Louisburg, the iſland of St John, and their appurtenances.

Art. 1. The garriſon of Louiſburg ſhall be priſoners of war, and ſhall be carried to England in the ſhips of his Britannic Majeſty.

2. All the artillery, ammunition, proviſions, as well as the arms of any kind whatſoever, which are at preſent in the town of Louiſburg, the iſlands of Cape Breton and St John, and their appurtenances, ſhall be delivered, without the leaſt damage, to ſuch commiſſaries as ſhall be appointed to receive them, for the uſe of his Britannic Majeſty.

3. The Governor ſhall give his orders, that the troops which are in the iſland of St John, and its appurtenances, ſhall go on board ſuch ſhips of war as the Admiral ſhall ſend to receive them.

4. The gate called *Port Dauphine* ſhall be given up to the troops of his Britannic Majeſty, to-morrow, at eight o'clock in the morning; and the garriſon, including all thoſe that carry arms, drawn up at noon, on the eſplanade; where they ſhall lay down their arms, colours, implements and ornaments of war: and the garriſon ſhall go on board, in order to be carried to England in a convenient time.

5. The ſame care ſhall be taken of the ſick and wounded that are in the hoſpitals, as of thoſe belonging to his Britannic Majeſty.

6. The merchants, and their clerks, that have not carried arms, ſhall be ſent to France, in ſuch manner as the Admiral ſhall think proper.

(Signed) Le Chevalier de Drucour.

Louisburg, July 26. 1758.

Return of the Killed and Wounded of his Britannic Majeſty's Army at the Siege of Louiſburg.

	Killed.	*Wounded.*	*Total.*
Officers, - -	12	24	36
Non-commiſſion officers, -	10	7	17
Drummers, - -	0	2	2
Rank and file, - -	150	320	470
Total,	172	353	525

An Account of the French Squadron that was in the Harbour of Louiſ-burg during the Siege, commanded by M. de Beauſſier, Chef d'Eſcadre.

Ships.	*Guns.*	*In what manner diſpoſed of.*
Le Prudent,	74	Burnt by the boats of the fleet, under Captain Laforey, between the nights of the 25th and 26th of July.
L'Entreprenant,	74	Burnt by accident, July 21.
Le Celebre,	64	
Le Capricieux,	64	
Le Bienfaiſant,	64	Taken by the boats of the fleet, under Captain Balfour, between the nights of the 25th and 26th of July, and towed into the north-eaſt harbour.
L'Apollon,	50	Sunk by the enemy June 29, in the mouth of the harbour, to prevent our fleet from entering it.
La Fidelle,	36	
Le Biche,	16	
Le Chevre,	16	
La Diana,	36	Taken by the Boreas, one of the fleet under Sir Charles Hardy.
L'Echo,	28	Eſcaped out of the harbour the 15th at night, was bound for Quebec, with Mr. de Lucour's lady, and ſome other people of faſhion, on board. Taken by the Jaſon and Scarborough.
Le Comete,	32	Eſcaped out of the harbour the 15th of June, at night, and, although cloſely purſued, got clear off, and, after a remarkable quick paſſage, arrived at Port L'Orient, and gave the firſt certain accounts of the Engliſh having made good their landing at Louiſburg.

State

State of the Garriſon of Louiſburg when it ſurrendered, July 26. 1758.

Names of the Regiments.	*Officers.*	*Soldiers fit for duty.*	*Sick and Wounded.*	*Total.*
24 companies of the uſual garriſon, and two of artillery,	76	746	195	1017
2d battalion of Volontaires Etrangers,	38	408	86	526
2d ditto of Cambiſe,	38	466	104	608
2d ditto of Artois,	32	407	27	466
2d ditto of Bourgogne,	30	353	31	414
Total of the garriſon,	214	2374	443	3031
Sea-officers, private men, and marines, fit for duty, with the ſick and wounded, belonging to the ſhips,	135	1124	1347	2606
Inhabitants of both ſexes,				4000
			Total,	9637

Return of the Ordnance and Stores found at Louiſburg.

Iron-ordnance mounted on ſtanding carriages, with beds and ſlides	36 pounders,	38	Round, Caſe, Double-headed, Grape,	ſhot,	14,000
	24	97			
	18	23			
	12	16			
	8	10			
	6	26	Shells,		4000
	4	6	Spare gun-carriages,		200
		216	Pig and ſheet lead, tons,		12
			Iron of ſorts, ditto,		6
Braſs mortars with beds,	12¼ inch,	3	Wheelbarrows,		600
	9	1	Shovels, wood		760
	6¼	3	Ditto, iron		900
		7	Pick-axes,		822
Iron mortars with beds,	12½ inch,	6	Iron crows, large,		22
	11	4	Ditto, ſmall,		12
	9½	1	Iron wedges,		42
		11	Hand-mauls,		18
Muſkets, with accoutrements,		15,000	Pin-mauls,		12
Powder, barrels,		5000	Maſons trowels,		36
Muſket-cartridges,		80,000	Hammers,		36
Ditto balls, tons,		13	Axes,		18
			Stand of colours,		11
			Drums,		220
			Barrels of flour,		10,000
			Ditto beef and pork,		5,000

Note

Note 123. Deſcription of the Iſland of St John.

This iſland, which ſurrendered with Louiſburg, is ſituated in the Gulph of St Lawrence. It is about ſixty miles in length, has ſeveral good harbours, and though lying near Cape Breton and Nova Scotia, has greatly the advantage of both in pleaſantneſs and fertility of ſoil, inſomuch that beſides the fiſhery carried on by the inhabitants, which was very conſiderable, they had a great traffic in proviſions and corn, the iſland being termed the granary of the French colonies. The governor, with ſome reluctance, gave up the iſland to Lord Rollo, whom General Amherſt ſent to receive it. He pretended he was not bound by the capitulation of Louiſburg; but he at laſt ſubmitted, when he found he would be compelled to it. The number of inhabitants were, at Point le Prince, 700; N. E. river, 2000; St Peter's, 700; North Point, 500; W. and N river, 200. Theſe brought in their arms, and were moſtly tranſported to France. Many of them periſhed by ſhipwreck in the paſſage At its ſurrender there were upwards of 10,000 horned cattle on it, and many of the inhabitants growing each 12,000 buſhels of corn annually. This iſland was an aſylum to the French inhabitants of Nova Scotia, and to it did the ſavage Indians in the French intereſt at the back of Nova Scotia bring the ſcalps of the Britiſh inhabitants whom they had murdered, and for which they were paid by the French. A certainty of this inhuman practice was diſcovered by Lord Rollo, who found ſeveral ſcalps in the Governor's houſe.

Note 124. A Liſt of the Sea and Land-forces ſent againſt the French Settlements on the River Senegal in Africa, with the Terms on which they ſurrendered, and a Deſcription of the River, and Fort St Louis.

Ships.		*Guns.*	*Men.*	*Commanders.*
Harwich,		50	350	H. Marſh, Commodore.
Naſſau,		64	480	Capt. Ja. Sayer.
Rye,		20	160	Daniel Deering.
Swan,		16	100	Jacob Lobb.
London,	Buſſes,	8	40	Arch. Millar.
Portſmouth,	Buſſes,	8	40	Ja. Orrock.

and five ſmall armed veſſels hired by Government, which carried from four to eight guns each, and which were manned and officered from the ſquadron. The land-forces conſiſted of two hundred marines, under the command of Major Maſon, a detachment of artillery commanded by Capt. Walker, ten pieces of cannon, eight mortars, and a conſiderable quantity of warlike ſtores and ammunition.

Terms

Terms of Capitulation.

ARTICLE 1. The forts, ſtorehouſes, veſſels, arms, proviſions, and every thing belonging to the Company on the river Senegal, ſhall be put in the poſſeſſion of the Engliſh.

ART. 2. All the white people belonging to the Senegal Company ſhall be conducted to France, with their private effects; merchandize and uncoined treaſure excepted.

ART. 3. The free mulattoes and negroes ſhall remain ſo, and ſhall not be moleſted in their religion or effects, and may retire if they chooſe it.

SENEGAL RIVER

Is a very large river of Africa, which empties itſelf into the Atlantic ocean in Lat. 16. degrees North. The ſource of this great river is not certainly known, tho' it has been traced for many hundred leagues up the country. About ten leagues from the entrance, the water grows ſhallow and ſandy, and at the mouth of the river forms a bar, which is always dangerous, and frequently impoſſible to get acroſs; but when veſſels have got over the bar, the water gradually deepens, and at laſt expands itſelf ſo as to become navigable a conſiderable way up the river. The country about the mouth of the river is ſandy and barren; but a little above the iſland St Louis, a fine verdure is ſeen, and numbers of fine trees. The country produces grain and tropical fruits. The Dutch and Engliſh had formerly ſettlements at the mouth of the river, but were ſucceſſively drove from them by the French, who monopoliſed all the trade to themſelves, which was of an immenſe profit to them. Their principal ſettlement was on the iſland of St Louis, about four leagues from the bar. It is about a league long, and is no better than a heap of ſand; nor is there any freſh water on it; and one half of the year the river is brakiſh. Here the French built a fort, on which was mounted ninety-two pieces of cannon; there they had ſtorehouſes, and houſes and barracks for the garriſon and officers belonging to the African Company. They had many factories up the river, protected by little forts, ſome 300 hundred miles from St Louis. With the natives they carried on a very conſiderable trade, in ſlaves, elephants teeth, gold duſt, ebony, hides, ambergreaſe, oſtrich feathers, and gum Senega, which laſt is a very valuable drug, and much uſed in our manufactures; and heretofore we were obliged to buy it at an immenſe price from the Dutch. The inhabitants ſold to the garriſon annually about 300 oxen and 400 ſheep; and they took in exchange all ſorts of hard-ware, ſome cloths and toys, and fire-arms.

Note 125. A Liſt of the Squadron under the command of the Hon. Auguſtus Keppel, ſent to reduce the iſland of Goree in Africa; Returns of the Artillery and Stores; Strength of the Garriſon; and a Deſcription of the Place; with an Account of the Loſs of the Litchfield, 1758.

Ships.	*Guns.*	*Commanders.*
Torbay,	74	Hon. Auguſtus Keppel, Commodore. Capt. Thomas Owen.
Naſſau,	64	James Sayer.
Fougueux,	64	Joſeph Knight.
Dunkirk,	60	Robert Digby.
Litchfield,	50	Matt. Barton.
Prince Edward,	44	William Forteſcue.
Experiment,	20	John Carter Allen.
Roman Emperor,	20	William Newſom.
Saltaſh,	14	Walter Stirling.
Firedrake, Bombs,	8	James Orrock.
Furnace, Bombs,	8	Jonathan Faulknor.

A Liſt of the Artillery and Stores found at the Iſland of Goree.

Artillery.	Mortars.
Braſs, 1 twelve pounder.	Braſs, 2 thirteen inch.
Iron, 38 twenty-four pounders.	— — 1 ten ditto.
—— 1 ditto diſabled.	Iron, 1 ditto.
—— 43 eighteen ditto.	—
—— 1 ditto diſabled.	4 Total.
—— 4 twelve ditto.	Ammunition.
—— 5 ſix ditto.	100 barrels of powder; a great quantity of ſhells, filled and empty; ſhot of different ſizes, and cannon-cartridges filled.
—— 1 four ditto.	
—— 2 three ditto.	Proviſions of all ſpecies for 400 men for four months.
—	
96 Total.	

The garriſon conſiſted of 300 French, beſides a great number of Blacks in arms.

Goree Island, on the Coaſt of Africa.

A ſmall iſland, about the ſixth of a league in length, near Cape de Verd, on the coaſt of Africa, and one league from Cape Emanuel, Lat. 15. N. Long. 17. 40. W. It is ſurrounded with rocks, and inacceſſible, except at a ſmall creek, which forms a natural and ſafe harbour, about 120 fathoms broad, and 60 long, incloſed between two points of ſand, one of which is pretty high, and called the Point of the Burying Ground; the other much lower, and before it lies a bank, over which the

the ſea breaks with ſuch violence, that the ſurf may be ſeen at a conſiderable diſtance. There is good anchorage for ſhips round the iſland; and between it and the main the largeſt ſhips may ride in the greateſt ſafety. This iſland has changed maſters ſeveral times. The Dutch, in the year 1617, obtained a grant of it from the King of Cape Verd, and fortified it with a caſtle on a high part of the iſland, very ſteep on all ſides, and called it Fort Naſſau; and, with another fort, called Fort Orange, which they built cloſe to the creek, to protect their warehouſes. They kept poſſeſſion of it till 1663, when it was taken by an Engliſh ſquadron, under Commodore Holmes; but it was ſoon after retaken by the famous De Ruyter, the Dutch Admiral. In 1677, it was taken by the French, under the command of the Comte d'Etrees, who demoliſhed the forts. But the French African Company, being made ſenſible of its advantageous ſituation for the purpoſes of their trade, obtained a grant of it from the French King, and rebuilt the forts, in the principal one of which are the governor's houſe, barracks, and magazine. The iſland was without water, till M. de St Jean, director of the iſland, very lately diſcovered freſh ſprings in it. Before, they had water from the continent, or preſerved rain-water in ciſterns. This iſland is extremely well ſituated for ſuch nations as have ſettlements on the coaſt of Africa. The French drove a very conſiderable trade with the natives, in gum, bees-wax, elephants teeth, &c. which they laid up in ſtorehouſes on the iſland, till ſhips arrived from Europe to carry them away.

An authentic Account of the loſs of his Majeſty's Ship the Litchfield of 50 *guns, Capt. Barton, on the coaſt of Barbary, contained in a Letter from an Officer of ſaid Ship, dated Morocco, January* 1. 1759.

"To paint our dreadful ſituation when ſhipwrecked on this barbarous coaſt, is a taſk I ſhall not pretend to. Such a calamity is much eaſier conceived than expreſſed. However, to give a faint ſketch of what we ſuffered, firſt from the violence of the ſea, and again from the barbarity of the Moors, I have tranſmitted you the following ſhort journal of facts, which, though far ſhort of our real ſufferings, may ſerve at leaſt to give you ſome idea of our misfortunes.

"On the 11th of November 1758, we left Ireland, in company with ſeveral men of war and tranſports, under the command of Commodore Keppel, intended for the reduction of Goree. Our voyage was happy and proſperous till the 28th, when the weather turned very ſqually, with much thunder and lightning, and a great fall of rain. At this time we imagined ourſelves at leaſt twenty-five leagues from the land; in which all our reckonings agreed; ſo that we were in no wiſe uneaſy about the gale, though it blew ſo hard, that at twelve at night we were obliged to hand our mainſail, and go under our courſes. My watch was in the firſt part of the night. About one or two next morning I was relieved by the firſt lieutenant, who took the charge of the watch, I went to bed. At this time we had the Commodore right a-head ſteering ſouth. About ſix o'clock I was

awaked with a dreadful ſhock, and a confuſed noiſe on deck. As I had no idea of being near land, I at firſt apprehended we had run foul of another ſhip; but upon my coming up I was ſoon made ſenſible of our dreadful ſituation, and that our ſhip was aground. The ſea was going mountains high, and was breaking over us at all quarters; and as our broadſide was to the land, our maſts ſoon went over board, and carried ſeveral of our men along with them. The land appeared to us about two cables length off, rocky, rugged, and uneven.

"In this ſituation we remained for ſome time, our maſts and yards hanging alongſide, the ſhip beating violently upon the rocks, and the waves breaking over us with ſuch force, that we expected every moment to be our laſt. Happily for us, what we dreaded would prove our deſtruction, proved our ſafety; ſome of the monſtrous waves rebounding from the rocks upon our ſtarboard-quarter, ſhifted the ſhip, and gave us ſome hopes of bringing her head towards the ſea, which we at laſt effected, though with infinite toil and labour. The proſpect of ſafety made us redouble our efforts; and finding it neceſſary to get as much as poſſible over to the larboard-ſide, to prevent the ſhip from heeling, we at laſt made ſhift to bring over moſt of our upper-deck guns; which had the effect we wiſhed for; the ſhip righted, and we now had ſome proſpect of at leaſt a few hours longer life.

"The vicinity of the land, and our boats being in good order, proved a temptation our people could not reſiſt. Notwithſtanding all that could be ſaid againſt it, and the proſpect of a moſt terrible ſea, one of the boats was launched, and eight of our beſt people jumped in, and many more would have followed, had not a rolling ſea parted her from the ſhip. She diſappeared in a moment, and all on board periſhed.

"About four in the afternoon the weather became a little more favourable, and the waves began to abate; but unhappily for us, the boats were all broke to pieces, and our ſubſiſtence on board entirely cut off, the ſhip being ſo full of water, that we could not poſſibly get at our proviſions. The quarter and poop were the only places we could get footing in.

"The water beginning to ebb, one of our men, with the approbation of the captain, propoſed to ſwim aſhore; and was ſo happy as to ſucceed. His good fortune induced others to follow his example; and ninety-five of the crew, with the ſecond lieutenant and myſelf, got alſo ſafe aſhore. Upon the beach we found numbers of Moors, whom at firſt we imagined humanity had drawn there to afford us aſſiſtance: but we were ſoon undeceived. Self-intereſt was their only view. To ſuch as had ſtripped before they came into the water, they afforded not the leaſt aſſiſtance; but to thoſe who had a ſhirt or a waiſtcoat, of which they could make plunder, theſe they laid hold of, and would even venture a little for the ſake of what they had with them: but immediately upon their coming aſhore, the true motives of their conduct appeared: they ſtripped them of every thing, and unmercifully left them without cloaths or covering, upon the open beach, to the inclemency of a cold rainy night in the

month

month of November: and to ſuch a pitch did their cruelty extend, that if any appeared unwilling to part with their cloaths, a dagger or ſtiletto was preſented to their breaſt, and the unhappy ſufferer muſt either part with what he had, or with his life.

"When it began to turn dark, we made ſhift to kindle a fire with ſome pieces of the wreck, and having picked up a piece of ſail-cloth, which the Moors did not think worth carrying off, with it we made a ſmall tent; into which we crowded, and paſt a moſt uncomfortable and tedious night, bewailing our own misfortunes, but more thoſe of our companions on ſhip-board, who were expoſed to the utmoſt danger, without having it in our power to give them the ſmalleſt aſſiſtance.

"Next morning, the 30th, the weather ſtill continued ſqually: we perceived our ſhip had ſuffered greatly during the night. About ſix we came to the ſhore, to afford what aſſiſtance we could to ſuch as ſhould attempt ſwimming on ſhore. It was now low water, and the people on board having finiſhed a raft, lowered it down, and fifteen got upon it; but it was ſoon overturned, and only three or four of the whole number ſaved.

"While it was low water, a good many attempted to ſwim aſhore, many of whom periſhed either by the waves, or upon the rocks. However, one of thoſe who had the good fortune to reach the ſhore, brought along with him a ſmall rope, which being made faſt to a greater one on board, we hauled that on ſhore, and made one end of it faſt to the rocks, while the other was made faſt on board. This happily proved the means of ſaving numbers, who, by warping upon the rope, got ſafe to ſhore, though many in attempting it were waſhed off by the impetuous ſurf, and periſhed.

"About twelve o'clock the flood returned, and with it ſo high a ſurf, that the rope was of no farther uſe. We on ſhore, for the firſt time, thought of taking a little ſuſtenance, and having picked up ſome of our drowned turkies, we broiled them, and made a hearty breakfaſt, with a refreſhing draught of good water, which we found a little way up the country. We had juſt finiſhed our repaſt, when the Moors came down in great numbers, and forced us down to the ſhore, to aſſiſt them in bringing iron-bound caſks, or other materials that came aſhore from the wreck. In this we were employed till about three; when we took another repaſt, and then went to the rocks, to look after our people on board the ſhip, and to aſſiſt them in getting on ſhore.

"On coming down we found our ſhipmates in a moſt deplorable condition. The high ſurf had divided the ſhip into three parts: the fore part was overſet, with the keel uppermoſt; the middle part was driving every moment to pieces; and part of the poop, one piece of which, juſt as we got down, broke off with thirty-men on it, only eight of whom got aſhore, and theſe ſo much bruiſed on the rocks, that we deſpaired of their recovery.

"The after part of the poop, and a ſmall part of the deck, was the only part now above water, on which our captain and 130 more remained, expecting every moment to be their laſt. And, indeed,

ſcarce a wave paſſed, without waſhing off ſome, few or none of whom came alive on ſhore.

"About four, the tide, and with it the waves, began to fall; and as the rope ſtill remained faſt, we had hopes that this would prove the means of ſaving many. We frequently beckoned to the captain to take the rope, as we knew he could not ſwim; but he ſeemed reſolved to ſtay to the laſt. However, about five, we ſaw him venture down, along with an able ſeaman, who endeavoured all he could to keep up his ſpirits, and aſſiſt him in warping. Happily he got ſo near, as to be able to lay hold of a ſmall rope we threw to his aſſiſtance, at a time when, quite faint with fatigue and want of nouriſhment, he was no longer able to reſiſt the violence of the waves; but had loſt his hold of the great rope, and muſt unavoidably have periſhed. We got him on ſhore, and, after a little reſt and refreſhment, he was able to walk up to the tent. In his way up, the Moors would have ſtripped him; but our people plucked up courage, and oppoſed them; upon which they thought proper to deſiſt.

"After the captain got on ſhore, the reſt of our people came very faſt, many of whom got ſafe on ſhore. When it began to turn dark, the Moors would not allow us to remain longer; but having ſent to the Baſhaw, he gave us liberty to return; which we did with lighted torches, to ſhow our unhappy ſhipmates we ſtill were at hand to aſſiſt them. And indeed it had the deſired effect; for many who would otherwiſe have remained on the wreck, now took to the rope, moſt of whom got on ſhore; though ſeveral, from the intenſe darkneſs of the night, whom in day-light we eaſily could have aſſiſted, fell off and periſhed within a yard or two of us: A circumſtance, perhaps, as moving as any we had yet met with.

"About nine at night, finding no more would come aſhore, we retired to our tent; and about one the ſhip went all to pieces, and between thirty and forty men, who ſtill remained on board, were waſhed off and periſhed. This we learned from one man, who happily was caſt aſhore, after being two hours toſſed about upon a piece of the quarter-gallery. In the morning, we found the ſhore covered with the wreck, and the Moors very buſy in picking up every thing that could be of any uſe to them. As for us, they would not allow us the ſmalleſt thing, except proviſions, of which they allowed us to take as much as we pleaſed. This day we called a muſter, and found the number ſaved amounted to 220 in all, having loſt 130 men, among whom was our firſt lieutenant, the captain of marines, his lieutenant, the purſer, gunner, carpenter, and ſeveral midſhipmen.

"Next day, December 2. we had ſome proſpect of better treatment, having received a letter from one Mr Butler at Saffy, factor to the Daniſh African company, deſiring to know what countrymen we were; to which the captain returned a very particular anſwer. By this meſſenger we learned, that one of our tranſports, and a bomb-tender, had likewiſe been ſhipwrecked about three leagues to the northward of us, and that moſt of the people had happily eſcaped.

"By

"By the interpoſition of Mr Butler, we now received ſeveral neceſſaries from Saffy; and on the 6th, one Mr Andrews, an Iriſh gentleman, came himſelf, and brought with him a ſurgeon to dreſs our hurt people, ſeveral of whom were dreadfully bruiſed. He likewiſe ſupplied our men with blankets, and ſome Mooriſh cloaths, of which we ſtood in the greateſt need.

"On the 7th, we had a meſſage from the Emperor, with orders for the country-people to ſupply us with cattle, &c.; which they accordingly did; but ſo miſerable, and in ſuch bad caſe, that we could ſcarce uſe them. At the ſame time the Emperor teſtified his pleaſure, that all the timbers, &c. of our ſhips, ſhould be carefully preſerved for the uſe of his ſhips of war.

"We remained on the coaſt till the 10th; when, by orders of the Emperor, we ſet out for Morocco; but not by the ſtraight road, having orders to meet the Emperor, who then was on his return from Sallee. About noon, we joined the crews of the other ſhipwrecked veſſels, which made our number, including officers, amount in all to 338. The men were mounted on camels, and the officers on horſes. In this manner we travelled, according to the faſhion of the country, from ſun-riſing to ſun-ſetting, without a halt; but this we did not look on as any great hardſhip, as our men were pretty well recovered, and we had no want of liquor to refreſh us, though often we were but ill ſerved with proviſions and other neceſſaries.

"On the 12th, we got ſight of the Emperor's cavalcade; ſoon after which, one of the grand officers, a relation of the Emperor's, came up, and obliged Captain Barton to write a letter to the Governor of Gibraltar, to know whether his Britannic Majeſty would ſettle a peace with him, as the former one was ſome time expired. After this we continued our march, without any thing material happening, except now and then little diſturbances from the Moors, whoſe thieviſh diſpoſition obliged us to be much upon our guard, to protect the little we had left from being ſtolen from us.

"On the 18th, we entered the city of Morocco. Same day we had an audience of the Emperor, whom we found on horſeback, ſurrounded by 500 of his guards, in the court before his palace, the uſual place of giving audience. Very little paſſed on either ſide; only we underſtood from the Emperor, that as he was neither at peace nor war with England, he would detain us till an ambaſſador arrived to ſettle affairs betwixt the two Crowns; and having aſſigned us two houſes to live in, we were diſmiſſed.

"The habitation aſſigned us was ſufficiently large, but ſo full of dirt and vermin, that it coſt us ſeveral days hard labour before we could make it tolerable. Here we lived pretty quietly, repairing our habitation, and making cloaths for ourſelves, till the 26th, when an order from the Emperor came, for all our men to turn out and work like other ſlaves; which they were all obliged to do, except the officers, the ſick, and a few who were left to cook for the reſt. Their work was carrying wood for buildings, and weeding in the Emperor's garden, at which they continued from ſeven in the morning till four at night.

night. In this ſituation we ſtill remain, waiting impatiently for a return from Gibraltar, to redeem us from this land of oppreſſion and miſery," &c.

Captain Milbank of the Guernſey was ſent as ambaſſador to the Emperor of Morocco, who treated for the ranſom of the crew of the Litchfield, and ſome other Britiſh ſubjects, and, upon their delivery to him, paid 170,000 hard dollars.

Captain Barton, upon his return to England, was tried for the loſs of the ſhip, and moſt honourably acquitted; and he was immediately appointed to the command of the Temeraire of 74 guns, together with the ſurviving officers and crew of the Litchfield.

Note 126. A Liſt of the Fleet ſent out under Vice-Admiral Oſborne, 1758.

Ships.	*Guns.*	*Commanders.*
Prince,	90	Henry Oſborne, Admiral of the Blue. Captain Edward Clark, 2d.
St George,	90	Charles Saunders, Rear-Admiral of the Blue. Capt. Alex. Hood.
Monarch,	74	John Montague.
Culloden,	74	Smith Callis.
Swiftſure,	70	Tho. Stanhope.
Hampton Court,	64	Hon. Aug. John Hervey.
Monmouth,	64	Arthur Gardiner.
Berwick,	64	Robert Hughes.
Revenge,	64	John Storr.
St Alban's,	60	James Baker.
Princeſs Louiſa,	60	John Lloyd.
Jerſey,	60	John Barker.
Montague,	60	Joſhua Rowley.
Guernſey,	50	Mark Milbank.
Preſton,	50	John Evans.
Ambuſcade,	40	Rich. Gwynne.
Rainbow,	40	Chr. Baſſet.
Lyme,	28	Edward Vernon.
Tartar's Prize,	24	Tho. Bailey.
Deal Caſtle,	20	George Tindal.
Gibraltar,	20	William M'Cleverty.
Glaſgow,	20	And. Wilkinſon.
Sheerneſs,	20	John Clarke.
Favourite,	16	Timothy Edwards.
Fortune,	14	Reginal Cock.

Note

Note 127. Liſt of the French Squadron commanded by M. de la Clue.

Ships.	*Guns.*	*Commanders.*
L'Ocean,	80	M. de la Clue, Chef d'Eſcadre.
Le Redoubtable,	74	
Le Guerrier,	74	
Le Centaur,	74	
Le Souveraign,	74	
Le Content,	64	
Le Lion,	64	
L'Hippotame,	50	
L'Oiſeau,	30	

Note 128. A Deſcription of the City of Embden.

EMBDEN,

Which is the capital of Eaſt Frieſland, is ſituated on the north ſide of the River Ems, on the Dollert bay, in E. Long. 6. 45. N. Lat. 53. 40. It is a rich, large, populous city and port, and was formerly a Hans town and ſovereign ſtate, under the protection of the Dutch; but on the death of the laſt Count of Eaſt Frieſland, the King of Pruſſia ſeized the city and adjacent country, and has kept it ever ſince. It is fortified towards the land in the modern manner; but whether from the badneſs of the fortifications, or the weakneſs of the garriſons, we cannot ſay, but the city fell more than once into the hands of his Pruſſian Majeſty's enemies, particularly in 1757, and was recovered the beginning of next year, by the conduct and valour of Commodore Holmes.——The iſland Neſſa, which lies in the Dollert bay, over againſt this city, makes the harbour as ſecure as any on the German coaſt. They have alſo ſeveral artificial canals, by which they can bring large veſſels into the heart of the town; and by ſluices they can lay a conſiderable part of the country under water. The houſes are generally neat and high, and the town-hall very magnificent. They are very induſtrious, and carry on a conſiderable trade.

Note

Note 129. A Liſt of the Fleet under the command of Admiral Hawke in Spring 1758.

Ships.	*Guns.*	*Men.*	*Commanders.*
Ramillies,	90	750	Sir Ed. Hawke, K. B. Admiral of the Blue. Capt. Pol. Taylor.
Union,	90	750	Michael Everitt.
Newark,	80	700	William Holburne.
Chicheſter,	70	520	William Saltern Willet.
Alcide,	64	500	James Douglas.
Intrepid,	64	500	Edward Pratten.
Medway,	60	420	Charles Proby.
Huſſar,	28	200	John Elliot.
Southampton,	32	220	James Gilchriſt.
Coventry,	28	200	Carr Scroop.

Note 130. A Liſt of the General and Staff Officers, and Land-forces, on the Expedition to St Malo, on the Coaſt of France, 1758, with a Deſcription of the City of St Malo.

Lieut.-General his Grace the Duke of Marlborough, Commander in Chief.

Lieut.-Generals, Lord George Sackville, William Earl of Ancrum.

Major-Generals, Hon. John Waldegrave, John Moſtyn, Alexander Dury, Hon. George Boſcawen, Granville Elliot.

Brigadier-General Colonel George Auguſtus Elliot.
Adjutant-General Lieut.-Colonel Charles Hotham.
Quartermaſter-General Lieut.-Colonel Robert Watſon.

Regiments.	*Commanding Officers.*
3 battalions of foot-guards,	Major-General Dury.
5th regiment, -	Lieut.-Col. John Irwine.
20th, - -	Lieut.-Col. John Beckwith.
23d, Royal Welſh Fuzileers,	Lieut.-Col. Ed. S. Pole.
24th, - -	Lieut. Col. Rufane.
25th, - -	Lieut.-Col. George Scot.
30th, - -	Lieut.-Col. Sir Will. Boothby, Bt.
33d, - -	Lieut.-Col. Lord Geo. H. Lenox.
34th, - -	Lieut.-Col. J. Reed.
36th, - -	Lieut. Col. Will. Wilkinſon.
67th, - -	Lieut.-Col. Robert Robinſon.
68th, - -	Colonel John Lambton.
72d, - -	Colonel Cha. Duke of Richmond.

St Malo,

A city of France, in the province of Brittany, is ſituated in the latitude of 48 degrees 38 minutes north, and 1 degree 57 minutes to the weſt. The town ſtands upon a rock, called the Iſland of St Aaron, ſurrounded by the ſea at high water, which is now joined to the continent, by means of a ſort of cauſey or dike, near a mile long, called the Sillon, which has been often damaged by ſtorms, and was almoſt quite ruined in the year 1730. At the end of this cauſey next the town, is a caſtle, flanked with large towers, a good ditch, and a large baſtion. The city nearly covers the whole ſurface of the iſland, and is of an oblong form, ſurrounded with a ſtrong rampart, on which there is a number of cannon. There is always in it a good garriſon. The cathedral-church is dedicated to St Vincent, and ſtands in the ſquare of the ſame name, as do alſo the town-houſe and the epiſcopal palace. There are ſome other ſquares in the place, but leſs remarkable; and as to the ſtreets, except two or three, they are all very narrow. There being no ſprings of freſh water in St Malo, the inhabitants are at great pains to convey the rain which falls on the roofs of their houſes into ciſterns; and of this they have enough for all family-uſes. There is only one pariſh-church in the town, though it contains between 9000 and 10,000 inhabitants; but there are ſeveral convents of Monks and Nuns, and a general hoſpital. The two entrances into the harbour are defended by ſeveral forts, ſuch as that of the Conchal; of the great and the little bay; the forts of Iſle-Rebours, Sezembre, Roteneuf; the caſtle of Latte, and Fort-Royal. Theſe are ſeveral little iſles near the harbour, the moſt conſiderable whereof is that of St Sezembre, which is near a quarter of a league in circumference, and ſerve as ſo many outworks to the fortifications of the city, and are uſeful as bulwarks, by breaking the violence of the waves, which otherwiſe would beat with great force againſt the walls of the city.

At the end of the cauſey next the continent ſtands the ſuburb of St Servant, large and well built. Here the merchants have their houſes and ſtore-houſes. Here is the dock yard; and a ſecure harbour is formed by the river Rance, where ſhips of great burden can ride at anchor very near the houſes.

The harbour is one of the beſt in the kingdom, and moſt frequented by merchant-ſhips; but it is of very difficult and dangerous acceſs, on account of the rocks which lie round it. The town of St Malo is exceedingly well ſituated for trade; and accordingly, in this reſpect, it has ſucceeded beyond moſt towns in France. It maintains a trade with England, Holland, and Spain. The commerce of Spain is of all the moſt conſiderable, and moſt profitable to the inhabitants of St Malo, the ſhips of the Malouins being frequently employed as regiſter-ſhips by the Spaniards, to carry out the rich cargoes to Peru and Mexico, and bring home treaſure and plate from America. The inhabitants of St Malo carry on alſo a conſiderable trade in dry and ſalted cod to Newfoundland. They ſend to this fiſhery a good many veſſels from 100 to 300 tons burthen, with ſalt for the fiſh, and

provisions for subsisting the crews. They carry their fish to Italy, Spain, and some to Bourdeaux and Bayonne, and bring home the returns in fruits, soap, oil, &c. which are disposed of to great advantage at Nantz.

St Malo is the capital of the bishopric of that name, which is of considerable extent; and the soil about it produces most kinds of grain and fruits in great abundance. The most remarkable towns in the district and diocese of St Malo, are St Servand, Cancalle, Chateauneuf, Dinan, Tintiniac, Combourg, Montfort, Breal, Guer, Ploermel, Josselin, &c.

Note 131. A List of the Fleet destined to act on the Coast of France, under the command of Commodore Howe, 1758.

Ships.	*Guns.*	*Commanders.*
Essex,	64	Hon. Richard Howe. Capt. Rd Dorril
Rochester,	50	R. Duff.
Deptford,	50	J. Holwell.
Portland,	50	J. Maplesden.
* Jason,	50	Wm Paston.
Pallas,	36	A. Cleveland.
Brilliant,	36	Hyde Parker.
Active,	32	Rich. Hughes.
Renown,	32	G. Mackenzie.
Richmond,	32	T. Hankerson.
Tartar,	28	John Knight.
Maidstone,	28	D. Digges.
Flamborough,	28	Ed. Jekyl.
Rose,	24	B. Clive.
Success,	24	P. H. Ourry.
Saltash,	16	W. Stirling.
Swallow,	16	J. Lendrick.
Diligence,	16	Jos. Eastwood.
Speedwell,	16	Jos. Fraine.
Cormorant,	14	P. Mouat.
Pluto, Salamander, } fireships,	8 8	Ja. Johnstone. J. Elphinston.
Granada, Infernal, } bomb-ketches,	8 8	S. Uvedale. James Mackenzie.
100 transports,		10 store-ships,
20 tenders,		10 cutters.

The crews of the above fleet, exclusive of the storeships and transports, amounted to near 6000 men.

* Had only her upper tire of guns in, and was employed as a transport, having troops on board.

Note 132.

Note 132. A Liſt of the General and Staff Officers on the Expedition againſt Cherburg, with a Liſt of the Guns and Stores found there, &c. and a Deſcription of the Place.

Lieutenant-General Thomas Bligh, Commander in Chief.

Major-Generals, { John Moſtyn. Alexander Dury. Hon. George Boſcawen. Granville Elliot.

Brigadier-General, Colonel George Auguſtus Elliot.
Quartermaſter-General, Lieutenant-Colonel Robert Clark.
Adjutant-General, Captain William Viſcount Fitzmaurice.

A Return of the Braſs and Iron Ordnance and Stores, taken or deſtroyed at or near Cherburg.

5 iron guns at the batteries beyond Querqueville.
8 ditto, 12 and 6 pounders, at the batteries on this ſide Querqueville.
3 ditto, 12 pounders, } At Fort Querqueville.
1 ditto, 14 inch mortar, }
5 ditto guns, 6 pounders, at Fort Hornet.
4 braſs 24 pounders, }
4 ditto 16 ditto, }
2 ditto 12 ditto, } At Fort Galette.
2 ditto 14 inch mortars, }
3 iron guns, 12 pounders, }
1 ditto, 14 inch mortar, }
2 braſs 12 pounders, on the road to Cherburg.
10 ditto guns, } In the Town of Cherburg.
52 iron ditto, }
15 ditto on the ſand-hill intrenchment.
2 ditto 42 pounders, } At Fort Tournaville.
1 ditto 14 inch mortar, }
400 13¾ inch ſhells, }
6000 ſhot of different ſizes, } At Fort Galette.
1 caſk of flints, }
2 ditto of lead ſhot, }
17 barrels of gunpowder left with the engineers to deſtroy the Forts.
13 ditto, with a great quantity of ſtores and ſhot, thrown into the ſea at the redoubt of Tournaville.
40 filled cartridges for 42 pounders.
1 large gun.
211, 14 inch-ſhells.
113 ſmall arms, deſtroyed at Fort Galette.
300 ditto, and muſquetoons, deſtroyed at Cherburg.
21,000 lb. of gunpowder at Hornet.
27,000 ditto of ditto at Cherburg magazine.
4 tons of match.

CHERBURG,

A ſea-port of France, in the province of Normandy, ſituated on the north coaſt of the peninſula of the Cotentin, at the bottom of a large bay, in the form of a creſcent, between the Capes of La Hogue and Barfleur, being about five leagues diſtant from the one, and ſix from the other. It has the ſea on the north; a large plain, a full league in length, on the eaſt; on the ſouth, ſeveral pleaſant ridges of arable ground, and a large hill, called the Roule, on the top of which is a large wood, called the foreſt of Brix and Tourlaville; and on the weſt, another plain extending about half a league from the place.

The town ſtands in the Lat. of 49 deg. 38 min. N. and 1 deg. 33 min. W. about nine leagues from the town of La Hogue, four from that of Valogne, ſixteen from the city of Coutances, and twenty from Granville, by land; eighteen from the iſle of Wight and Portſmouth, ſeven from Alderney, ſixteen from Guernſey, and eighteen from Jerſey, by ſea. It is of a form nearly oval, and has a large ſuburb round the harbour. In the year 1687, Louis XIV. intended to fortify it in the modern manner, enlarge its circumference, and improve the harbour, by the addition of a good baſon, according to plans which had been drawn by the Marſhal de Vauban. He had not only begun theſe improvements, but had carried the new walls to a conſiderable height in the year 1688: but in 1689, for ſome reaſons of ſtate, the old and new fortifications were entirely demoliſhed; ſo that nothing now remains, either of the ancient or new works, but two old towers, which have eſcaped deſtruction, one whereof is employed as a powder-magazine.

The ſtreets are narrow, and ill laid out; the houſes are all of ſtone, covered with ſuch ſlate as the country affords, which is very coarſe; the buildings however are durable and neat, tho' not regular. They reckon about ſix thouſand inhabitants, in the city and ſuburbs. There are two large market-places, one called La Place du Calvaire, of a ſquare form, in which is erected a large croſs; the other is near the harbour, and in it is the guard-houſe for the city militia. There is a fountain in the town which throws up water by two pipes; and three in the ſuburbs: That in the town is the moſt conſiderable; the water is conveyed to it by a ſubterraneous canal, from a ſpring a quarter of a league off. There are two ſmall rivers which empty themſelves into the harbour of Cherburg, the Yvette, and the Trotebec, which is the largeſt, and having paſſed through the plain of Tourlaville, joins the Yvette, and, together, enter the harbour of Cherburg. This harbour lies on the eaſt and ſouth ſides of the town; the water riſes in it at ſpring-tides about fifteen feet, and ſix or ſeven at other times; but at low water, nothing remains but the water of the river. Since the beginning of this century the inhabitants began to build two jetties of looſe ſtones, without mortar, and made ſmall additions to them every year for ſome time after; but theſe not being raiſed high enough, the ſea covered

vered them at high water, by which means ſhips were in danger of running againſt them. Two veſſels in particular had this misfortune in the month of January 1731, and one of them was entirely loſt. Theſe inconveniencies probably gave riſe to the great improvements which have lately been made in that harbour, whereof we ſhall give a more particular account, as the place is now again (1790) becoming a port of conſequence. About four leagues from the town ſeveral forts are built along the bay, viz the redoubt of Tourlaville, Fort Onglet, Fort Gallet, Fort Equerdreville, and Fort Choiſeuil, to defend the road in time of war, from the Britiſh privateers, eſpecially thoſe of Guernſey and Jerſey, who are continually cruiſing before Cherburg. The redoubt of Tourlaville lies E. S. E. from Cherburg, and the others toward the W. S. W. Fort Gallet is the moſt conſiderable, and Fort Choiſeuil ſtands at the greateſt diſtance from the town The iſle of Pelee lies N. E. from the town, about 800 yards in length from N. N. W. to S. S. E. and about 600 in breadth from E. N. E. to W. S. W. It ſecures the road from north-eaſterly winds, but at the time of ſpring-tides is itſelf covered with water.

W. N. W. from the town, and weſt from Fort Gallet there is another little harbour, called La Foſſe du Gallet, in which the water at ſpring-tides riſes from 18 to 20 feet, ſecured from north and north-weſt winds by the point of Equerdreville and the iſle of Hommet, which lies about the diſtance of a muſquet-ſhot from it. On the N. E. it is covered by two rocks, which ſerve as a kind of jetty to it. This harbour might eaſily be enlarged by means of a piece of ground adjoining, called the King's meadow, ſo as to contain an hundred veſſels at once.

The great road lies to the north of the town, being about a league and a half in length from eaſt to weſt, and having a bottom of fine ſand. The water riſes in it in ſpring-tides from twelve to thirteen fathoms, in ordinary tides from ten to eleven, and at low water from eight to eight and a half. The beſt anchorage is to the north of the harbour, where veſſels are ſecured againſt all danger from eaſt-ſouth-eaſt to weſt-ſouth-weſt winds; and northerly winds, which otherwiſe would be moſt dangerous, only ſerve to carry them into the harbour.

Whatever motives Louis XIV. had for demoliſhing the fortifications of Cherburg in the year 1689, it was never the intention of the Court of France that the harbour of that place ſhould be neglected, or that a town of ſuch importance ſhould continue always in an open defenceleſs ſtate. The late Cardinal Fleury, always watchful to promote the intereſt and grandeur of France, reſolved to improve this harbour to the utmoſt, and put the town into a proper ſtate of defence. For this end he employed the famous M. de Caux, principal engineer to the preſent King of France, to draw the proper plans, a part whereof has been already put in execution. Two jetties of ſtone have been built at the mouth of the harbour, extending in length to the low-water mark, and ſo ſtrong that the beſt tools could ſcarce enter them. A large baſon has been conſtructed on the ſouth end of the harbour, capable of containing 400 veſſels and frigates of 50 guns, and a large ſluice between the baſon and the harbour for clearing and deepening the channel.

channel. It was about forty French feet in breadth, and one hundred and ſixty-two in length It ſtood upon a bottom of ſand two or three feet deep, under which was a bed of marl, and ſeven or eight feet deeper, a bank of ſolid rock of unknown thickneſs. To lay the foundation ſo as not to be incommoded by the ſea, the whole ſpace was firſt of all incompaſſed with a batterdeau thirty feet thick, faced on the outſide with ſtone, ſupported by rows of hurdles at the diſtance of two feet from one another, and the whole laid upon a bed of heath-broom, eſpecially on the ſide next the ſea, to prevent its waſhing away the ſand. On the ſide next the harbour, there was a ſmall ſluice made, by way of precaution, to let out the water to be raiſed by the machines when the tide was out. Laſtly, an excavation was made to the depth of ſixteen feet, wide enough to leave the workmen at liberty to go round about the foundation. It was not without many obſtructions that this depth was gained, for innumerable ſprings broke in upon the works, ſo that twelve chain-pumps in inclined poſitions were conſtantly employed, and thoſe ſcarce ſufficient to clear away the water, though they raiſed at leaſt one hundred and eighty cubic toiſes every hour. When the batterdeau was ſurrounded by the full tide, they were forced to have recourſe to five other chain-pumps in a vertical poſition, ſixteen feet high, and ſix or ſeven inches in diameter, to aſſiſt the former, and ſupply their place when they were out of order. Theſe were ſo uſeful, that ſoon after the number of inclined chain-pumps were reduced to four. The excavations were begun by portions about three fathom wide; and when they came to a ſufficient depth, the piles were driven down to ſupport the vertical chain-pumps. As the column of water to be raiſed was fourteen or fifteen feet high, winches were applied of a proportionable ſtrength, which could be eaſily moved by twelve men, who were relieved at the end of two hours by other twelve, that the work might not be interrupted; and when one portion was thus hollowed along the whole breadth of the ſluice, they begun another, which was managed in the ſame manner; ſo that the whole extent of the ſluice was drained and hollowed in ſix months.

The maſon-work employed ſeveral years. The ſtones uſed in it, eſpecially for the floor and faces of the ſide-walls, were four feet in length, and a foot and an half in breadth; and they were not only firmly connected together by iron cramps faſtened with melted lead, but alſo inſerted into one another, ſo that if the force of the current ſhould have ſeparated the mortar or cement from the joints, no ſingle ſtone could be in the leaſt moved out of its place without the deſtruction of the whole. Care was alſo taken, that the cement employed for uniting the parts of this noble ſtructure, ſhould be proportioned to the other materials, and the excellency of the workmanſhip. The ordinary ſort was prepared in the following manner. Equal parts of the hardeſt ſhards, fragments of free ſtone, and ſcoriæ from iron-founderies, were powdered and ſifted; and when cleared and dried, were mixed together. Of theſe a kind of baſon was formed, in which they ſlakened about half the quantity of quicklime, and

and let it lie ſome hours, after which they mixed all well together, and placed it on a ſtone or wooden platform, to be beaten once a-day with batts armed with iron, till the cement was reduced to a ſoft paſte. For filling up the joints of the free-ſtone facing of the ſluice, they uſed another kind of cement, made of equal parts of teſt powder or pieces of crucibles, ſandever, and ſmith's forge ſcales, all reduced to a powder, to which about half the quantity of ſlaked lime was added. This compoſition was mixed with the ſame precaution as the former, and a quantity of large red ſnails without ſhells beat up into a paſte with it.

From the plan of the ſluice of Cherburg, it appears that thoſe who projected this fabric have ſatisfied themſelves with one pair of gates near the end next the baſon, commonly called ebb-gates, and neglected flood-gates as uſeleſs; but this expoſed the inhabitants to great inconveniencies, as they could not, by this means, lay the baſon dry to careen and refit the ſhips that were in it; and we are told that they were very ſenſible of this inconvenience, when it was too late to remove it. It likewiſe appears from the plan, that the channel between the jetties lies directly north and ſouth, whereas the currents of the tides run north-weſt or ſouth-eaſt, by which means ſhips were apt to run againſt the jetties in their way to the harbour, which would not have happened if there had been flood-gates; becauſe theſe being ſhut, the force of the tide would have been conſiderably leſſened, and veſſels eaſily conducted to the quays. A third inconvenience was, that the wickets made in the gates of the ſluice were only four feet broad and ſeven feet high, covered with vannes, opened and ſhut with ropes by the help of ſeveral pullies and a capſtane, which was alſo a diſadvantage, becauſe the quantity of water ſupplied by theſe wickets had not ſo much force as might have been wiſhed, for clearing the harbour and the channel between the jetties; whereas, if inſtead of theſe wickets, a turning door had been made in each gate, the action of the water reſerved in the baſon would have been much more conſiderable.

This great ſluice, with the baſon and jetties, ſeem to have been completed before the year 1750; but there are a good many other ſluices in the plan, particularly two large ones on the ſouth ſide of the baſon, to collect the waters of the Yvette, in a large reſervoir without the town, and let them looſe at low water, to clear and deepen the baſon; ſeveral ſmall ſluices for circulating the waters of the river in the ditches of the town; and two larger ones at the end of the quays, within 500 yards of the low-water mark, whoſe action could not fail to deepen the mouth of the harbour a good way beyond the head of the jetties, ſo as to render it capable of admitting ſhips of very great burthen. In this expectation ſome ſteps were actually taken toward lengthening the jetties, and carrying them a good way beyond the low-water mark. Though none of theſe laſt-mentioned ſluices have been executed, yet there is little ground to doubt that if the whole plan had been completed, and all the intended works finiſhed, they would have anſwered the moſt ſanguine expectations of the French Court,

Court, and been of the greateſt ſervice to merchant-ſhips, and frigates of forty and fifty guns. But it being impoſſible for capital ſhips to enter this harbour improved to the utmoſt, another plan was concerted for ſheltering the road in ſuch a manner that a fleet of ſhips of the firſt rate might lie in it ſecure from all winds, as well as from the attacks of an enemy.

In order to form an idea of this, it muſt be remembered, that the road of Cherburg faces the harbour, having its principal entrance, like that of the latter, towards the north; that it is a league and a-half in length from eaſt to weſt, half a league in breadth from north-eaſt to ſouth-weſt; and that the curve of the coaſt and the iſle of Pelee ſecure it from moſt winds, except thoſe from the north and north-weſt, which are the moſt favourable for bringing ſhips into the harbour, as the tide flows off that quarter. Another advantage is, that the bottom being of ſand and clay, and declining from ſouth to north, it is almoſt impoſſible for anchors to come home. It muſt alſo be obſerved, that on the ſouth-weſt of the iſle of Pelee, a ſhip may come to anchor, when the tide is at the loweſt, in five, ſix, or ſeven fathom water, and at a little diſtance from that iſland, in nine or ten. Theſe advantages of ſituation have ſuggeſted the deſign of covering this road by ſeveral moles, which would make it a very ſafe retreat for the largeſt veſſels. This project leaves a large ſpace on the north-weſt ſide of the road for the principal entry into this large baſon, having on the right and left ſide the two batteries; and another leſſer paſſage was intended to be left open on the eaſt for leſſer veſſels. As the iſle of Pelee is partly covered with water in ſpring-tides, it was alſo propoſed to raiſe a high cauſey through it, with the battery at the north end of it, to command the approaches of the iſland, and the eaſt ſide of the road. The large fort was propoſed to defend the little harbour, formed by a prominent rock and a mole on the ſouth ſide of the iſland, which was ſuppoſed to be accommodated with all the conveniencies neceſſary for refitting and careening large veſſels.

It muſt be allowed, that if this ſcheme had been executed, it muſt have been of the higheſt advantage to France, which by this means would have had, oppoſite to the beſt harbours of England, a receptacle ſufficient to contain a ſtrong and numerous fleet, the utility of which in time of war is too evident to be inſiſted on. Or had even the harbour of Cherburg been finiſhed, it muſt have been of the greateſt advantage to navigation, as ſhips there might have waited in ſafety for a wind to carry them round the Capes of Barfleur and la Hogue; and the place muſt have become a ſtaple of great importance, as veſſels, inſtead of being expoſed in the road of Havre de Grace, or running the riſque of going into that harbour, might have ſent up their cargoes from Cherburg to Rouen in barges, which in twelve hours time might have reached the mouth of the Seine, and in four days arrived at Rouen.

It was propoſed, that the fortifications round the town ſhould conſiſt of eleven fronts, defended by ſo many baſtions, ſeven half-moons with flanks, and eight tenailles, beſides three detached works very conveniently

ently placed at the entrance of the Yvette into the baſon, two towers in the form of detached baſtions to command the mouth of the harbour, two batteries oppoſite to the two curtains next to the jetties, together with the lunette on the rock, to command the approaches to the beach on each ſide, and two batteries, each containing twenty pieces of cannon, to ſecure the heads of the jetties.

Such were the grand projects formed for the improvement of the harbour, road, and town of Cherburg; and, ſo far as we have mentioned, they were, with immenſe labour and great expence, carried into execution. The promiſing proſpect vaniſhed, and the work and labour of years was entirely deſtroyed in a few days, in the year 1758.

On the gate of the grand ſluice were found the following inſcriptions.

On the Eaſt Side.

Hanc juſſit LODOVIX, ſuaſit FLORÆUS, et undis
Curavit mediis ASFELDUS ſurgere molem:
Non aliis votis almæ præſentior urbis.
Ars frænavit aquas, fluctus domuitque minaces.
Hinc tutela viget, ſtat copia, gloria creſcit;
Hinc Rex, hinc ſapiens, heroſque manebit in ævum.

On the Weſt Side.

LUDOVICI XV. juſſu,
FLORÆI conſilio,
ASFELDI ducta,
In ævum ſtat hæc moles.

Ars naturæ victrix, aquarum impetum refrænat, facilem navibus tempeſtate actis aditum dat, tutelam aſſerit, copiam invehit, gloriam perpetuat, ſimulque principem, ſapientem, heroa, poſteritati commendat.

In Engliſh thus:

LOUIS and FLEURY truſt to ASFELD's care,
Amidſt the waves to raiſe this mighty pier:
Propitious to our pray'rs the fabric ſtood,
Curb'd the fierce tide, and tam'd the threat'ning flood:
Hence wealth and ſafety flow, hence juſt renown,
The King, the ſtateſman, and the hero crown.
This Work,
By the command of LOUIS XV.
The advice of Cardinal FLEURY,
And the direction of Count ASFELD,
Shall endure for ages.

Here art has ſubdued nature, ſet bounds to the raging waves, opened an eaſy paſſage to ſhips in diſtreſs, enſured ſafety, invited wealth, and perpetuated the glory of the monarch, the miniſter, and general.

Parody by an Officer in the Expedition.

Louis and Fleury muſt, with Asfeld, now
Reſign to George, to Pitt, to Bligh, and Howe.
One blaſt deſtroy'd the labour of an age,
Let looſe the tides, and bid the billows rage:
Their wealth and ſafety gone, their glory loſt,
The King's, the ſtateſman's, and the hero's boaſt.

Note 133. A Liſt of the Fleet under Lord Anſon, 1758.

Ships.	*Guns.*	*Commanders.*
Royal George,	100	Geo. Lord Anſon, Admiral of the White, Capt. Sir Piercy Brett, Kt. John Campbell.
Ramillies,	90	Sir Edw. Hawke, K. B. Admiral of the Blue. Capt. W. Taylor.
Neptune,	90	James Galbraith.
Duke,	90	Thomas Hanway
Barfleur,	90	Samuel Graves.
Union,	90	Michael Everitt.
Newark,	80	William Holburne.
Magnanime,	74	J. H. Porter.
Shrewſbury,	74	Hugh Palliſer.
Lenox,	74	Francis Geary.
Norfolk,	74	John Bentley.
Torbay,	74	Hon. Auguſtus Keppel.
Chicheſter,	70	W. S. Willet.
Stirling Caſtle,	64	Samuel Cornish.
Alcide,	64	James Douglas.
Duc d'Aquitaine,	64	Waſhington Shirley.
Fougueux,	64	Joſeph Knight.
Intrepide,	60	Edward Pratten.
Achilles,	60	Hon. Samuel Barrington.
Medway,	60	Charles Proby.
Dunkirk,	60	Robert Digby.
America,	60	Hon. John Byron.
Southampton,	36	James Gilchriſt.
Thames,	32	Stephen Colby.
Acteon,	28	Michael Clements.
Leoſtoffe,	28	Robert Haldane.
Coventry,	28	Carr Scroop.
Huſſar,	28	John Elliot.
Unicorn,	28	Thomas Graves.
Lizard,	28	Broderick Hartwell.

N. B. The crews of the above fleet amounted to about 15,500 men.

Note

Note 134. Supplies granted for the Year 1759.

I. *For the Service of the current Year*, 1759.

	£.	s.	d.
For 60,000 ſeamen, including 14,845 marines, at L. 4 per man per month, for thirteen months, including the ordnance for ſea-ſervice, -	3,120,000	0	0
For the ordinary of the navy, including half-pay to the ſea-officers, - -	238,491	9	8
Towards the buildings, rebuildings, and repairs of his Majeſty's ſhips, -	200,000	0	0
For 52,543 land-forces, including thoſe in Germany, and on an expedition under Maj.-General Hopſon, and 4010 invalids, in Great Britain, Guernſey, and Jerſey, -	1,256,130	15	2
For the pay of the general and ſtaff-officers, and officers of the hoſpitals, for the land-forces,	52,484	1	8
For maintaining the forces and garriſons in the plantations and Gibraltar, and for proviſions for the garriſons in Nova Scotia, Newfoundland, Gibraltar, Providence, Cape Breton, and Senegal, - - -	742,531	5	7
For the charge of four regiments and one battalion of foot on the Iriſh-eſtabliſhment, ſerving in North America and Africa, -	40,879	13	9
For the charge of the office of ordnance for land-ſervice, - -	220,789	11	9
Upon account, towards defraying the charge of pay and cloathing for the militia from December 31. 1758 to March 25. 1760, and for repaying to his Majeſty the ſum of L. 1332, 10s advanced by him for the ſervice of the militia, purſuant to an addreſs of the Commons, November 29. 1758, - -	90,000	0	0
For the reduced officers of the land-forces and marines, - -	34,367	15	10
For penſions to half-pay officers widows married before December 25. 1716, - -	2,128	0	0
For allowances to the officers and private gentlemen of the two troops of horſe-guards, and regiment of horſe, reduced, and to the ſuperannuated gentlemen of the four troops of horſe-guards, - - -	2,958	19	7
Upon account, to be paid to the Eaſt-India Company, towards enabling them to defray the expence of a military force in their ſettlements, to			
(P 2) Carried forward,	£. 6,000,761	13	0

	£.	s.	d.
Brought forward,	6,000,761	13	8
be maintained by them, in lieu of a battalion of his Majeſty's forces, commanded by Colonel Adlercron, withdrawn from thence, and now returned to Ireland,	20,000	0	0
Upon account, for out-penſioners of Chelſea hoſpital,	26,000	0	0
Upon account, towards the ſupport of Greenwich hoſpital,	10,000	0	0
To be employed in maintaining and ſupporting the Britiſh forts and ſettlements on the coaſt of Africa,	10,000	0	0
Upon account, for ſupporting and maintaining the ſettlement of Nova Scotia,	9,902	5	8
Upon account, for defraying the charges of the civil eſtabliſhment, &c. of Georgia, from June 24. 1758 to June 24. 1759,	4,057	10	0
Upon account, towards enabling the governors of the Foundling hoſpital, to receive all ſuch children under a certain age, to be by them limited, as ſhall be brought to the ſaid hoſpital; and alſo towards enabling them to maintain and educate ſuch children as are now under their care; and to continue to carry into execution the good purpoſes for which they were incorporated; to be iſſued and paid, without fee or reward, or any deduction whatſoever,	20,000	0	0
To ditto a farther ſum of	30,000	0	0
Upon account, to enable his Majeſty to defray any extraordinary expences of the war, incurred or to be incurred; and to take all ſuch meaſures as may be neceſſary to diſappoint or defeat any enterpriſes or deſigns of his enemies, and as the exigency of affairs may require,	1,000,000	0	0
	£. 7,130,721	8	0

II. *For Foreign Subſidies, Pay to Foreign Troops, &c.*

For defraying the charge of 38,000 men of the troops of Hanover, Wolfenbuttle, Saxe-Gotha, and Count of Buckkeburg, together with that of general and ſtaff officers, actually employed againſt the common enemy, in concert with the King of Pruſſia, from December 25. 1758 to December

	£.	s.	d.
December 24. 1759, both inclusive, to be iſſued in advance every two months, in like manner as the pay of the Heſſian forces now in the ſervice of Great Britain; the ſaid body of troops to be muſtered by an Engliſh commiſſary, and the effective ſtate thereof to be aſcertained by the ſignature of the commander in chief of the ſaid forces,	398,697	17	2½
Upon account, as a preſent ſupply, towards defraying the charges of forage, bread, bread-waggons, train of artillery, and of proviſions, wood, ſtraw, &c. and other extraordinary expences and contingencies of his Majeſty's combined army under the command of Prince Ferdinand,	500,000	0	0
For defraying the charge of 3040 horſe and 15,972 foot, officers included, together with general and ſtaff officers, hoſpital, and artillery, of the troops of the Landgrave of Heſſe-Caſſel,	339,480	2	6½
To enable his Majeſty — to make good his engagements with the Landgrave of Heſſe-Caſſel, purſuant to treaty, January 17. 1759,	60,000	0	0
——— to make good his engagements with the King of Pruſſia, purſuant to a convention, December 7. 1758,	670,000	0	0
	£. 1,968,177	19	9

III. *For Expences incurred and not provided for.*

For defraying the extraordinary expences of his Majeſty's land-forces, and other ſervices incurred in 1758,	£. 466,785	10	5½
For defraying of ſervices performed by the office of ordnance for land-ſervice in 1758,	323,987	13	3
For the charge of tranſport-ſervice for 1758, including the expence of victualling his Majeſty's land-forces within that year,	667,771	19	7
Upon account, for defraying the charges incurred by ſupporting and maintaining the colony of Nova Scotia in 1757,	11,278	18	5
Upon account, to enable his Majeſty to give a proper compenſation to the reſpective provinces in North America, for the expences incurred by them, in the levying, cloathing, and pay of the			
Carried forward,	£. 1,469,824	1	8½

	£.	s.	d.
Brought forward,	1,469,824	1	8½
troops raiſed by them, according as the active vigour and ſtrenuous efforts of the reſpective provinces ſhall be thought by his Majeſty to merit,	200,000	0	0
To make good the like ſum iſſued by his Majeſty to John Mill, Eſq; to be by him paid over to the victuallers and innholders in Southampton, and other victuallers and innholders in the like circumſtances, in conſideration of the great expences they were put to by the Heſſian troops having been ſo long billeted at their houſes, purſuant to an addreſs of the Commons,	2,500	0	0
	£. 1,672,324	1	8½

IV. *For paying Debts, replacing Sums in the Sinking Fund, &c.*

Towards paying off and diſcharging the debt of the navy,	1,000,000	0	0
To enable his Majeſty to diſcharge the like ſum raiſed in purſuance of an act of laſt ſeſſion, and charged upon the firſt ſupplies to be granted in this ſeſſion,	800,000	0	0
To replace to the ſinking fund the like ſum paid out of it to make good the deficiency, on July 5. 1758,—of the additional ſtamp-duty, &c.	24,371	11	6 11½
—— on the duties on glaſs, &c.	8,881	11	10½
	£. 1,833,252	18	10½

V. *For extraordinary Services, &c.*

To enable the commiſſioners to make compenſation for the purchaſe of lands near to Chatham dock-yard,	708	3	9
—— at Portſmouth,	6,937	13	7½
—— at Plymouth,	25,159	17	6
To make good the intereſt due by government on the above three ſums,	1,716	1	7½
For defraying the charges incurred in purſuance of the above articles,	2,443	3	1
Towards carrying on the works for fortifying and ſecuring the harbour of Milford,	10,000	0	0
Carried forward,	£. 46,964	18	10

	£.	s.	d.
Brought forward,	46,964	18	10
To be applied towards the improving, widening, and enlarging the paſſage over and through London bridge, - - -	15,000	0	0
To pay off the debts affecting the forfeited eſtate of James Drummond, calling himſelf Duke of Perth, - -	69,910	15	9½
To be applied in augmentation of the ſalaries of the Judges in England, - - -	6,000	0	0
—— in Scotland, - - -	4,200	0	0
—— in Wales, - - -	1,250	0	0
To make good the like ſum iſſued by his Majeſty to the Judges of England, Scotland, and Wales, in augmentation of their ſalaries, purſuant to an addreſs of the Commons, - -	11,450	0	0
To make good the like ſum which has been iſſued, purſuant to an addreſs of the Commons, to Jane Hardinge, widow and adminiſtratrix of Nicholas Hardinge, Eſq; in repayment, and full ſatisfaction for the balance or ſurplus of his account for printing the Journals of the Houſe of Commons,	778	16	6
To be paid to Roger Long, D. D. Lowndes's aſtronomical and geometrical profeſſor in the univerſity of Cambridge, without account, to enable him to diſcharge, in purſuance of the will of Thomas Lowndes, Eſq; (the inventor of a method for meliorating the brine ſalt of this kingdom), a mortgage upon an eſtate deviſed for the endowment of the ſaid profeſſorſhip, by the ſaid Thomas Lowndes; and to reimburſe to the ſaid Roger Long the intereſt-monies he hath paid, and that are growing due, and the expences he hath incurred in reſpect of the ſaid mortgage, to be paid without fee or reward, -	1,280	0	0
For extraordinary ſervices, &c. -	156,834	11	1½
For the ſervice of the current year, 1759, £.	7,130,721	8	0
For foreign ſubſidies, pay to foreign troops, &c.	1,968,177	19	9
For expences incurred and not provided for,	1,672,324	1	8½
For paying debt, replacing ſums to the ſinking fund, &c. - -	1,833,252	18	10½
Total of the grants for the year 1759, £.	12,761,310	19	5½

Note

Note. 135. A Liſt of his Majeſty's Fleet in the Eaſt Indies, under the command of Vice-Admiral Pocock, and their Line of-battle, September 10. 1759.

The Eliſabeth to lead with the larboard, and the Weymouth with the ſtarboard tacks on board.

Ships.	*Guns.*	*Commanders.*
Elizabeth,	64	Capt. Richard Tiddeman.
Newcaſtle,	50	Colin Michie.
Tyger,	60	William Brereton.
Grafton,	68	Charles Stevens, Rear-Admiral of the Red. Capt. Richard Kempenfelt.
Yarmouth,	66	George Pocock, Vice-Admiral of the Red. Capt. John Harriſon.
Cumberland,	58	John Stukely Somerſet.
Saliſbury,	50	Digby Dent.
Sunderland,	60	Hon. James Colvill.
Weymouth,	60	Sir William Baird.
Queenborough, *To repeat Signals,*	24	Robert Kirk.

Reinforcement ſent out to Vice-Admiral Pocock under the command of Rear-Admiral Corniſh.

Lennox,	74	Samuel Corniſh, Rear-Admiral of the Blue. Capt. Robert Jocelyn.
Duc d' Acquitaine,	64	Sir William Hewit.
York,	60	Vincent Pearce.
Falmouth,	50	Richard Hughes.

A Liſt of the French Squadron in the Eaſt Indies, under the command of Comte d'Aché, who fought Vice-Admiral Pocock's Fleet, September 10. 1759.

The Actiff to lead with the larboard, and the Centaur with the ſtarboard tacks on board.

Ships.	*Guns.*	*Commanders.*
L' Actiff,	64	M. Beauchaine.
Le Minotaur,	74	M. l' Aguille, Chef de Eſcadre.
Le Duc d'Orleans,	60	M. Surville, le Cadet.
Le St. Louis,	60	M. Joannis.
Le Vengeur,	64	M. Palliere.

Le

Ships.	*Guns.*	*Commanders.*
Le Zodiaque,	74	Comte d'Aché, Lieutenant-General. M. Gotho. Chevalier de Montiel.
Le Comte de Provence,	74	M. la Chaiſe.
Le Duc de Bourgogne,	60	M. Bouvet, junior.
L' Illuſtre,	64	M. de Ruis.
La Fortune,	64	M. de Lobry.
Le Centaur,	70	M. Surville, l'aîné.
Sylphide,	36	
Diligente,	24	

Note 136. Deſcriptions of Gombroon, Bencoolen, and Fort-Marlborough.

Gombroon,

A conſiderable ſea port town of Aſia, in Perſia, and in the province of Farſiſtan. It is called by the natives Bandar Abaſſi, and is ſeated on a bay, about twelve miles northward of the eaſt end of the iſland of Kiſmiſh, falſely called Queſſimo in our maps, and nine miles from the famous iſland of Ormus, where the Portugueſe had a ſettlement. The beſt houſes are built with bricks dried in the ſun, and ſtand cloſe to each other, being flat at the top, with a ſquare turret, having holes on each ſide for the free paſſage of the air. Upon theſe roofs, thoſe that ſtay in the town ſleep every night in the ſummer-ſeaſon. The common people have wretched huts, made with the boughs of palm-trees, and covered with leaves. The ſtreets are very narrow and irregular; the better ſort of people are clad in the Perſian mode. The Britiſh and Dutch Eaſt India Companies have factories here, which is a great advantage to the trade of the place. The ſoil is barren, but of proviſions brought from other countries there is great plenty. The weather is ſo exceedingly hot in June, July, and Auguſt, that this place is extremely unhealthy; and therefore the Britiſh factory retire to Aſſeen during thoſe months. It is frequented by people of ſeveral nations, as well Europeans as others; and the Banyans are ſo numerous, that they bribe the governor not to permit any cows to be killed in the town. Lon. 36. 35. E. Lat. 27. 30. N.

Bencoolen,

A fort and town of Aſia, on the ſouth-weſt coaſt of the iſland of Sumatra, belonging to the Britiſh Eaſt India Company. About a quarter of a mile from the ſea, ſtands an Indian village, whoſe houſes are ſmall and low, and built on poſts. The natives have a ſwarthy complexion, and their bodies are ſlender and ſtraight. They are very deſirous of trade; but

when affronted, treacherous and revengeful. There are a few ſmiths among them. but moſt of them are carpenters and fiſhermen. The country about Bencoolen is mountainous and woody; and there are ſeveral volcanos in the iſland. The air is unwholeſome, and the mountains are continually covered with thick heavy clouds, that produce lightning, thunder, and rain. There is no beef to be had, except that of buffaloes, which is not very palatable; indeed all proviſions, except fruit, are ſcarce. The chief trade is in pepper, of which there is a large quantity. Long. 102. 5. E. Lat. 3. 49. S.

FORT-MARLBOROUGH

Is a Factory belonging to the Britiſh Eaſt India Company on the weſt coaſt of the iſland of Sumatra, three miles eaſt of Bencoolen.

Note 137. A Liſt of the General and Staff Officers, and Land-forces, on the Expedition to the Weſt Indies, under Maj.-Gen. Hopſon; and of the Fleet under Commodore Moore at the Leeward Iſlands; a deſcription of Guadaloupe, with the terms on which it ſurrendered; Marigalante, &c.

Major-General Peregrine Thomas Hopſon, Commander in Chief.
Colonel The Hon. John Barrington, Major-General.

Colonel { Robert Armiger, / George Haldane, } Brigadier-Generals.
Lieut Colonel { Cyrus Trapaud, / John Clavering, }

Lieutenant Colonel Robert Skene, Adjutant-General.
Lieutenant-Colonel James Cunningham, Quartermaſter-General.
Lieutenant-Colonel William Cunningham, Chief Engineer.
Major Samuel Clevland, Commander of the Artillery.

Regiments.	*Colonels.*	*Command. Officers.*
3d, or the Buffs,	Maj.-Gen. Howard,	Major Hewit.
4th, or the King's own,	Maj.-Gen. Durouſe,	Lt.-Col. Crump.
61ſt,	Maj.-Gen. Gr. Elliot,	Lt.-Col. Barlow.
63d,	Col. Watſon,	Lt.-Col. Deſbriſay.
64th,	Col. Barrington,	Lt.-Col. Pym.
65th,	Col. Armiger,	Lt. Col. Salt.
Artillery,		Major Clevland.

Theſe regiments were nearly 900 men each, and were afterwards joined by a detachment of the 38th regiment from Antigua, and the 2d battalion of the Royal Highlanders, viz.

Regiments.	*Colonels.*	*Command. Officers.*
38th,	Maj.-Gen. Sir J. L. Roſs.	Major Melvill.
42d, 2d batt. Royal Highlanders.	Maj.-Gen. Ld J. Murray.	Capt. Francis Maclean.

A

A Liſt of his Majeſty's Ships at the Leeward Iſlands, under Commodore Moore, 1759.

Ships.	*Guns.*	*Commanders.*
Cambridge,	80	John Moore, Commodore, Captain Thomas Burnet.
St George,	90	Clark Gayton.
Norfolk,	74	Robert Hughes.
Buckingham,	70	Richard Tyrrell.
Burford,	70	James Gambier.
Berwick,	64	William Harman.
Lyon,	60	William Trelawney.
Rippon,	60	Ed. Jekyl.
Panther,	60	M. Shuldham.
Wincheſter,	50	Ed. Le Cras.
Briſtol,	50	Lauchlin Leſlie.
Woolwich,	44	Peter Parker.
Roebuck,	44	Thomas Lynn.
Ludlow Caſtle,	40	Ed. Clarke. 1ſt.
Renown,	32	Geo. Mackenzie.
Amazon,	26	William Norton.
Rye,	20	Daniel Deering.
Bonetta,	14	Richard King.
Weaſel,	14	John Boles.
Antigua,	12	Weſtern Varlo.
Spy,	10	William Bayne.
King's fiſher, Falcon, Grenada, Infernal, (Bomb-ketches)	8	S. Deacon.
	8	M. Robinſon.
	8	S. Uvedale.
	8	Ja. Mackenzie.

Deſcription of MARTINICO, See Note 186.

GUADALOUPE, and its dependencies.

Guadaloupe was ſo called by Columbus, from its mountains reſembling thoſe of our Lady of Guadaloupe in Old Spain. The utmoſt length of this iſland, reckoning from the north point in Grande Terre, to the ſouth point, or old fort in Baſſe Terre, is about fifty-five Engliſh miles; and its greateſt breadth, from Caſtle point, the moſt eaſtern part of Grande Terre, to the Groſſe Morne, or Great Highland, the weſtern extremity of Baſſe Terre, is much the ſame diſtance. It is the largeſt of the Caribbee iſlands, and lies in N. Lat. 16. deg. 30. min. W. Lon. 61. deg. in the vaſt Atlantic ocean, Martinico bearing ſouth of it about fourſcore, and Antigua north about ſeventy miles.

To ſpeak with exactneſs, Guadaloupe is to be conſidered as two iſlands, one of which is called Grande Terre, and the other Guadaloupe, they being divided by an arm of the ſea, which has perhaps broke down the communication, and formed this channel for itſelf. This river or paſſage is called La Riviere Sal, diminiſhing in breadth from fifty to fifteen fathom. Its depth is very unequal; but towards the middle, can only admit of ſmall boats or canoes going through from the Petit Cul de Sac to the Grand Cul de Sac. Its length is near two leagues, and the ſides of it are covered with mangroves and palmettoes.

Guadaloupe is divided into Baſſe Terre and Cabes Terre, and contains fourteen pariſhes. The interior parts are mountainous and woody. One of the mountains is a volcano, called la Souffrerie, to the top of which there is a winding aſcent. It emits ſmoke and fire. The mountain ſounds hollow. From hence they have conſiderable quantities of ſulphur. Its eruptions are neither violent nor hurtful. A ſmall river running from this mountain called White river, empties itſelf into a river called St Louis, which by its ſtench is deſtructive to fiſh. No iſland is ſo well ſupplied with water as Guadaloupe: not leſs than fifty rivers, and ſome of them of conſiderable ſize, empty themſelves into the ſea. They beautify and refreſh the vallies, and are of infinite uſe to the planters, as all their ſugar-works in this part are turned by water. Many of theſe rivers abound in fiſh, particularly craw-fiſh, of a very large ſize and exquiſite taſte. The climate is in general warm; but the ſea-breeze refreſhes the iſland, and temperates the exceſſive heat of the ſun. This iſland abounds in fine trees, and produces, with very little trouble, all ſorts of tropical fruits, ſuch as pine-apples, oranges, bananas, plantains, &c. Their cotton is much eſteemed, and they export vaſt quantities of it, together with coffee, rum, indigo, pepper, ginger, &c.; and, at a moderate computation, forty thouſand hogſheads of ſugar yearly; and were the iſland cleared, and this valuable commodity properly attended to, double the quantity might be produced. Here are a number of horſes, chiefly imported; numbers of black cattle and hogs, and poultry of all ſorts; numbers of turtle, and other wild birds. They have few wild quadrupeds, but many diſagreeable inſects; but none of the ſerpent kind ſo formidable as thoſe in Martinico. The diſtrict of Baſſe Terre in this part of the iſland is improperly named, as it contains many hills little leſs than mountains, and is much interſected by rapid torrents, which have cut deep ravines between the hills, that make travelling very inconvenient, and the paſſage of an army extremely difficult. In Guadaloupe are ſeveral towns and villages. The capital of the whole iſland is Baſſe Terre, a very conſiderable city, on the weſt part of the iſland, ſituated on a fine open bay. Its extent is upwards of a mile in length; but the ſudden riſe of the hills behind it, prevents it from being of any great breadth. The town is divided by ſeveral ſtreams that here fall into the ſea, which afford plenty of fine water to the inhabitants and to the ſhipping. At the ſouth end of the town

is

is a citadel, a large but irregular fortification. It ſtands much higher than the town, upon a ſteep bank, waſhed on the ſouth-eaſt by the river Gallion; on the ſouth-weſt it overlooks the ſea, from which it is diſtant about one hundred paces. This fort mounts near fifty pieces of cannon, and entirely commands the town and the road. The town from the fort to the river of Herbes is called Baſſe Terre, and from the river weſtward, St Francis. The town is regular and well laid out, and contains many handſome edifices. It is the reſidence of the governor and all the royal officers, who are ſumptuouſly lodged. The Jeſuits have a handſome houſe and church, in which is an excellent painting over the altar. The Capuchins have likewiſe a church and a convent, which are built on an eminence, and command a moſt agreeable proſpect of the fort, country, town, and ſhips in the road. You aſcend to it by good ſtone ſtairs; and it is ſurrounded by fine terraſſes thirty feet broad. The merchants have large ſtore-houſes, which, with the dwelling-houſes, are all covered with ſhingles, which make them very apt to take fire. Beſides the Jeſuits and Capuchins, here are four other churches. In the town are four ſtrong batteries, moſt of them mounting guns carrying a ball of twenty-four pounds.

The chief place of ſtrength, and to which the women and children retire in caſe of an attack, is the Dos d'Ane, which is no more than a paſs in the mountains about four or five miles from Baſſe Terre; and it is of ſuch difficult acceſs that twenty reſolute men may defend it againſt ten thouſand. Baſſe Terre has ſuffered much from inundations of the rivers which paſs through it; for in July, Auguſt, and September, which are termed their winter or hurricane months, they have generally great ſtorms of wind, thunder, lightning, and rain, which ſo ſwells the rivers that they roll down from the mountains with irreſiſtible fury, and carry every thing before them. The other towns in this diſtrict are, Petit Bourg, and Bay Mahaut, with the villages of St Roſe, Marigot, Trois Rivieres, and St Saviour; but the country is ſo full of plantations, and has ſo many inhabitants in the lower parts, that one would think the whole an extenſive village.

Grande Terre forms the other part of this excellent iſland, which is not near of equal fertility with Guadaloupe, the ſoil here being very ſandy; but the greateſt inconvenience is the want of water, or at leaſt any that is good. There are a few pieces of water, but then they are corrupted or ſpoiled by the crabs, ſo that great care is taken to preſerve the rain-water in ciſterns. Notwithſtanding the lightneſs of the ſoil, this iſland produces plentiful crops of ſugar, and even that cloſe to the ſea. The country is not near ſo mountainous as Guadaloupe, but has many aſcents and deſcents. Neither is this part ſo well cultivated, but they have the ſame products as in Guadaloupe. They have better harbours, but their towns are much inferior. This diſtrict contains eight pariſhes. The principal town and harbour is Port Louis, at the moſt northerly point of the iſland. The town is not large, but it is well built, and the port commodious. The next in note is Fort Louis. Here is a good little fort,

ſituated

ſituated on an eminence; it is an oblong ſquare, with four ſmall baſtions, and a ravelin covering the gate. This, with ſome batteries, entirely commands the road. There is no town at this place nearer than that of Goſier and Les Abymes. The other places of note are St Ann's, St François, and Le Moule. The ſugar-works in this part are either worked with horſes or wind-mills. The white inhabitants of both iſlands are not ſhort of 10,000; and they are poſſeſſed of at leaſt 30,000 negroes. From the great exports of ſugar, rum, cocoa, cotton, indigo, molaſſes, pepper, ginger, and many other articles, together with what they import, it appears, that under whatever government Guadalope is, it muſt always be of great conſequence. But the French had, for political reaſons, the produce of Guadaloupe conveyed to Martinico, which, by that means, had all the honour, and conſequently engaged much more of our attention.

The dependencies upon Guadaloupe are Petit Terre, Deſirade, and Les Saintes. The firſt is a ſmall iſland near the eaſtermoſt point of Grande Terre. It is but a poor place, not containing more than one or two ſmall plantations, raiſing ſome coffee and cotton.

Desirade or Desiderada Island;

Or, as it is commonly called, Deſeada, is one of the ſmalleſt of the Caribbees, is ſituated in the Atlantic Ocean, in N. Lat. 16. 30. W. Lon. 61. 5. from London, diſtant from Guadaloupe about four leagues. It is about five leagues long and two broad. It is not much cultivated, having but few inhabitants, and produces the ſame ſort of vegetables as Guadaloupe. It was the firſt land diſcovered by Columbus in his ſecond voyage, and he gave it the name of La Deſiderada, or the Deſired Iſland, becauſe he had for a long time before beaten about this vaſt tract of waters without ſeeing any thing but ſea and ſkies.

Los Santos or Les Saintes.

Theſe iſlands lie in N. Lat. 15. 50. and near 61. 25. Weſt. Long. from London, are ſituated between Dominico and Guadaloupe. They are the ſmalleſt of the Caribbees that have upon them any French inhabitants, and ſo happily arranged, that in the midſt of them is a fine road for ſhipping. Being diſcovered by the Spaniards upon All Saints day, they were diſtinguiſhed by that appellation. The two principal of them are Terre de Bas and Terre de Haut. In the former is a ſmall church, and a houſe for the prieſt; it is about three leagues in circumference; and Terre de Haut is ſomewhat larger, and higher, and more rocky. The third iſland, which lies between theſe two, is the ſmalleſt of the three, and ſerves to form a port, in which ſhips may

may find good ſhelter and deep water. Theſe three iſlands, though rugged and craggy, are covered with woods, which abound with goats. Poultry thrive here pretty well; but as paſture is ſcarce, and indifferent, there are few herds of cattle: Swine are however in plenty. The ſeas abound with fine fiſh; among the rocks are excellent craw-fiſh, lobſters, &c. The inhabitants raiſe cotton, tobacco, maniſe, Indian grain of different kinds, and good potatoes. The port might be eaſily fortified, as the place is naturally ſtrong; and the inhabitants may amount to an hundred people fit to bear arms.

The Saintes enjoy a fine air, being open to the ſea-breezes on all ſides; but their great inconveniency is want of water, the few ſprings they have being apt to dry up if the weather prove hot. It has been cuſtomary for the governors of Martinico and Guadaloupe to baniſh hither vagrants, idlers, and others guilty of miſdemeanours.

Marigalante Island

Lies in N. Lat. 16. and W. Long. 61. 5. from London, at the diſtance of four leagues from Guadaloupe, to the ſouth. The ſoil, produce, and climate are pretty much the ſame as the other Caribbees. Columbus diſcovered it on his ſecond American voyage, in 1493, and called it by the name of his ſhip Maria Galanta, or Gallant Mary. It is about ſix leagues long, and between three and four broad. Viewed at a diſtance from on board a ſhip, it appears like a floating iſland, becauſe, as it is for the moſt part flat, the trees ſeem to ſwim; but a nearer proſpect ſhows it to be interſected by ſome riſing grounds, which give a fine variety to the landſkip.

This iſland was thought, on its firſt diſcovery, to want water; but a charming running ſtream has in time been diſcovered, no leſs convenient than refreſhing and wholeſome, on the banks of which are ſome wealthy planters, and excellent plantations of ſugar. A little village in a ſmall bay is the capital of the iſland, and here the Commandant reſides. The whole iſland is very capable of improvement, the ſoil being almoſt equally good, and the land riſing no where too high. The coaſt affords many little bays, and ſafe anchorage and ſhelter to ſhips.

Articles

Articles of Capitulation between their Excellencies the Hon. Major General Barrington, and John Moore, Eſq; Commanders in Chief of his Britannic Majeſty's land and ſea forces in theſe ſeas, and M. Nadau D'Etriel, Governor, for his Moſt Chriſtian Majeſty, of Guadaloupe, Grande Terre, Deſeada, and the Saintes.

ARTICLE 1. We the Governor, ſtaff, and other officers, of the regular troops, ſhall march out of our poſts, with one mortar, two field-pieces of braſs-cannon, with ten rounds for each piece, arms, baggage, and all the honours of war.

ANS. Granted, except the mortar; and as to the cannon, we will allow only four rounds for each piece; and on condition that the troops of his Britannic Majeſty ſhall take poſſeſſion of the different poſts of the Three Rivers and the hoſpital to-morrow morning, the 2d of May, at 8 o'clock; and that all the magazines of proviſions, ammunition, and implements of war, as well as all papers relating to the revenue, be delivered into the poſſeſſion of a commiſſary, to be named by us for that purpoſe.

ART. 2. That we ſhall be ſent to Martinico in a good veſſel, well provided, and by the ſhorteſt paſſage.

ANS. Granted.

ART. 3. That the Commiſſary General, Officers of Juſtice, Admiralty, and all ſuch as have the King's commiſſion, ſhall likewiſe be ſent to Martinico, in a good veſſel, well provided, and by the ſhorteſt paſſage.

ANS. Granted only for the Commiſſary-General and Officers of the Admiralty, and refuſed to the others.

ART. 4. That the ſtaff and other officers ſhall have leave to take with them their wives and children to Martinico.

ANS. Granted.

ART. 5. That the ſtaff and other officers ſhall have the ſame number of ſervants granted them, as they were allowed by the Moſt Chriſtian King, viz. to the Commiſſary-General 24; to the Lieutenant-General 18; to the Fort-Major 15; to the Captains 12 each; to the Lieutenants 8 each; and to the Enſigns 6 each.

ANS. Granted.

ART. 6. That it ſhall be allowed to all the officers who have eſtates in this colony (except to me the Governor, unleſs the King permits me alſo) to appoint attornies to act for them until the peace; and if the iſland be not then ceded, the above-mentioned officers ſhall have leave to ſell their eſtates, and carry off the produce.

ANS. Granted.

ART. 7. That a good veſſel ſhall be allowed to the Lady of Monſ. Duclieu, Lieutenant-Governor General of the iſlands, and Captain of one of the King's ſhips, to carry her to Martinico, with her equipage, furniture, plate, and ſervants ſuitable to her rank: And alſo to the Governor's Lady; and wives and widows of the ſtaff-officers of this iſland.

ANS.

Ans. Granted: One veſſel for all the Ladies.

Art. 8. That Monſ. de Folleville, Lieutenant-Governor of Martinico, ſhall have a good veſſel to carry him and his volunteers thither, by the ſhorteſt paſſage, with only ſuch arms, baggage, and ſervants, as they brought with them.

Ans. Granted.

Art. 9. That the Sieur Avril, of Dominico, and his detachment, ſhall be ſent thither with their arms and baggage.

Ans. Granted.

Art. 10. That the priſoners, ſoldiers, and ſailors, ſhall be mutually exchanged.

Ans. Granted.

Art. 11. That all the negroes who were inliſted, and continued till the laſt day of the attack, in the companies of Bologne, Petite, Damoliere, and Ruby, agreeable to the liſt that will be given in of them, ſhall have their freedom at the expence of the colony, as by agreement.

Ans. Granted, upon condition that they are immediately ſent off the iſland.

Art. 12. That the men belonging to the privateers, who deſire to go to Martinico, ſhall have a veſſel to carry them thither.

Ans. Granted.

Art. 13. That there ſhall be a reaſonable time allowed for removing the furniture, effects, and cloaths that are in the Reduit, or other places, belonging to the perſons who are to be ſent to Martinico; and that his Excellency General Barrington ſhall grant his protection for the ſafe conveyance of the above-mentioned effects to the place of conveyance.

Ans. Granted.

Art. 14. That there ſhall be an hoſpital-ſhip provided for the wounded and ſick that are in a condition to be removed; and that the reſt ſhall be taken care of and ſent with a flag of truce to Martinico, as ſoon as they are recovered.

Ans. Granted: Thoſe that remain here ſhall be taken care of at the expence of his Moſt Chriſtian Majeſty.

Art. 15. That all ſubjects, formerly belonging to the King of Great Britain, who for crimes were forced to fly their country, and have carried arms in this iſland, ſhall be pardoned, and allowed to remain in this iſland as inhabitants.

Ans. They muſt go out of the iſland.

Art. 16. That the ſame honours and conditions ſhall be granted to the King's troops in the Grande-Terre, as are given to thoſe in Guadaloupe.

Ans. They ſhall have neither mortar nor cannon.

Art. 17. That the troops at the head of the Reduit, as well as thoſe at the Three Rivers, ſhall march to the poſt of the camp at La Garde, and remain there till the day of imbarkation.

Ans. The tranſport-ſhips ſhall be at the Great Bay to-morrow

morning, to receive the troops of the garriſon, the privateer's men, and thoſe who are to paſs to Martinico.

J. BARRINGTON. JOHN MOORE.
NADAU D'ETREIL.

Articles of Capitulation between their Excellencies and the Inhabitants of Guadaloupe, &c.

ARTICLE 1. The inhabitants ſhall march out of all their poſts with all the honours of war, viz. with two field-pieces, their arms, colours flying, drums beating, and lighted match

ANSWER. Granted, in conſideration of the brave defence which the inhabitants have made during an attack of three months, upon condition that they lay down their arms as ſoon as they have marched by our troops; and that all the forts, poſts, batteries, cannon, mortars, firelocks, and bayonets, with all kind of ammunition and implements of war, be delivered to a commiſſary to be named by us; and that we ſhall have a power of fixing a garriſon in all ſuch places as we ſhall think proper.

ART. 2. The inhabitants of the iſland of Martinico, Marigalante, nd Dominico, who came to the aſſiſtance of this iſland, ſhall have leave to retire with their arms and baggage; and a ſhip ſhall be provided to carry them, and the ſervants they brought with them, to their reſpective iſlands, with proviſions for their paſſage.

ANS. Granted, except thoſe from Marigalante, who ſhall be ſent to Martinico

ART. 3. The inhabitants ſhall be allowed the free and public exerciſe of their religion, the prieſts and the religious ſhall be preſerved in their pariſhes, convents, and all other poſſeſſions; and the ſuperiors of the ſeveral orders ſhall be permitted to ſend for ſuch as they think neceſſary from France, and the neighbouring iſlands; but all letters wrote on this occaſion ſhall be tranſmitted by the governor appointed by his Britannic Majeſty.

ANS. Granted.

ART. 4. They ſhall obſerve a ſtrict neutrality, and not be forced to take up arms againſt his Moſt Chriſtian Majeſty, or againſt any other power.

ANS. Granted, on condition that they take an oath within a month, or ſooner if poſſible, to maintain all clauſes of this capitulation, as well as to remain exactly and faithfully neuter.

ART. 5. They ſhall be allowed their civil government, their laws, cuſtoms, and ordinances. Juſtice ſhall be adminiſtered by the ſame perſons who are now in office; and what relates to the interior police of the iſland, ſhall be ſettled between his Britannic Majeſty's governor and the inhabitants. And in caſe this iſland ſhall be ceded to the King of Great Britain at the peace, the inhabitants ſhall have their choice, either to keep their own political government, or to accept that which is eſtabliſhed at Antigua and St Chriſtopher's.

ANS.

Ans. Granted: But when any vacancies happen in the ſeats of juſtice, the ſuperior council of the iſland is to name proper perſons to fill up thoſe vacancies, who muſt receive their commiſſions from his Britannic Majeſty; and all acts of juſtice whatſoever are to be in his name. But in regard to any change in the political government, we grant it, if agreeable to his Majeſty's pleaſure.

Art. 6. The inhabitants, as well as the religious orders, ſhall be maintained in the property and enjoyment of their poſſeſſions, goods, moveable and immoveable, noble and ignoble, of what nature ſoever they may be; and ſhall be preſerved in their privileges, rights, honours, and exemptions; and free negroes and mulattoes in their liberty.

Ans. Granted.

Art 7. They ſhall pay no other duties to his Britannic Majeſty, but ſuch as they have paid hitherto to his Moſt Chriſtian Majeſty, without any other charge or impoſts. The expences attending the adminiſtration of juſtice, the penſions to curates, and other cuſtomary charges, ſhall be paid out of the revenue of his Britannic Majeſty, in the ſame manner as under his Moſt Chriſtian Majeſty.

Ans. Granted; but if this iſland is ceded to his Britannic Majeſty at the peace, it ſhall be ſubject to the ſame duties and impoſts as the other Engliſh Leeward iſlands, the moſt favoured.

Art. 8. All priſoners taken during the attack of this iſland, ſhall be mutually exchanged.

Ans. Granted.

Art 9. The free mulattoes and negroes who have been taken ſhall be conſidered as priſoners of war, and not treated as ſlaves.

Ans. Granted.

Art. 10. The ſubjects of Great Britain who have taken refuge in this iſland, whether criminals or debtors, ſhall have leave to retire.

Ans. Granted.

Art. 11. No other but the inhabitants actually reſiding in this iſland ſhall poſſeſs any lands or houſes, by purchaſe, grant, or otherwiſe, before a peace; but if at the peace this iſland ſhall be ceded to the King of Great Britain, then ſuch of the inhabitants as do not chuſe to live under the Engliſh government, ſhall be permitted to ſell their poſſeſſions, moveable and immoveable, to whom they will, and retire wherever they pleaſe; for which purpoſe there ſhall be a reaſonable time allowed.

Ans. Granted; but ſuch of the inhabitants as chuſe to retire ſhall have leave to ſell to none but ſubjects of Great Britain.

Art. 12. In caſe there ſhould be any exchange at the peace, their Britannic and Moſt Chriſtian Majeſties are deſired to give the preference to this iſland.

Ans. This will depend on his Majeſty's pleaſure.

Art. 13. The inhabitants ſhall have liberty to ſend their children to be educated in France, and to ſend for them back, and to make remittances to them while there.

Ans. Granted.

ART. 14. The abſent inhabitants, and ſuch as are in the ſervice of his Moſt Chriſtian Majeſty, ſhall be maintained in the enjoyment and property of their eſtates, which ſhall be managed for them by attornies.

ANS. Granted.

ART. 15. The wives of officers and others who are out of the iſland, ſhall have leave to retire with their effects, and a number of ſervants ſuitable to their rank.

ANS. Granted.

ART. 16. The Engliſh government ſhall procure the inhabitants an exportation for ſuch commodities as the iſland produces, and are not permitted to be imported into England.

ANS. Granted, as the iſland produces nothing but what may be imported into England.

ART. 17. The inhabitants ſhall not be obliged to furniſh quarters for the troops, nor ſlaves to work on the fortifications.

ANS. Granted; but barracks will be provided as ſoon as poſſible for the lodgement of the troops; and ſuch negroes as ſhall be employed, with the conſent of their maſters, on public works, ſhall be paid for their labour.

ART. 18. The widows, and other inhabitants, who through illneſs, abſence, or any other impediment, cannot immediately ſign the capitulation, ſhall have a limited time allowed them to accede to it.

ANS. Granted; but all the inhabitants who chuſe to partake of the advantage of the capitulation, ſhall be obliged to ſign it within a month from the date hereof, or quit the iſland.

ART. 19. The men belonging to the privateers, and others who have no property in the iſland, and are deſirous to leave it, ſhall have veſſels to carry them to Martinico, (at their option), and ſhall be furniſhed with proviſions for the paſſage. Nevertheleſs, thoſe perſons who have any debts with the inhabitants of the iſland ſhall be obliged to ſettle their accounts with them before they depart.

ANS. Granted.

ART. 20. The inhabitants ſhall have leave to give freedom to ſuch negroes as they have promiſed it to, for the defence of this iſland.

ANS. Granted, on condition they are immediately ſent off the iſland.

ART. 21. The inhabitants and merchants of this iſland, included in the preſent capitulation, ſhall enjoy all the privileges of trade, and upon the ſame conditions as are granted to his Britannic Majeſty's ſubjects throughout the extent of his dominions.

ANS. Granted; but without affecting particular companies eſtabliſhed in England, or the laws of the kingdom, which prohibits the carrying on trade in any other than Britiſh bottoms.

ART. 22. The deputies of the Grande-Terre, not having a ſufficient power to ſign the capitulation, though the colony adheres to the conditions of it, under the authority of M. Nadau, may ſign it when they have full powers, and they will be comprehended in all the clauſes.

ANS.

Ans. Granted.

Given at the Head Quarters in the Capes-Terre, Guadaloupe, May 1. 1759.

J. BARRINGTON. JOHN MOORE.
NADAU D'ETREIL. DEBOURG CLAINVILLIERS.
DEQUERUY.

Early on the 2d of May, the deputies from Grande-Terre returned, and ſigned the following paper.

"We the deputies of the Grande-Terre, arrived this day with full "powers, do conſent to the capitulation ſigned the 1ſt of this month, "between their Excellencies the Hon. General Barrington and John "Moore, Eſq; and the inhabitants of Guadaloupe, agreeable to the "22d article of ſaid capitulation.

"Done at the Head Quarters in the Capes-Terre, Guadaloupe, "May 2. 1759.

"DUHAZEIS.
"GAIYBETON."

A Liſt of the different Squadrons (excluſive of frigates) which the French deſigned for the ſuccour of Louiſburg, under Commodores de Beaufremont, M. de la Clue, and M. de Beauſſier.

(This Liſt ſhould have been inſerted at p. 114. *immediately after Lord Anſon's Fleet.)*

Ships.	*Guns.*	*Ships.*	*Guns.*
1 Le Tonnant,	80	1 Le Prothee,	64
2 L'Ocean,	80	1.7 Belliqueux,	64
2 Le Redoubtable,	74	4 Le Celebre,	64
2 Le Guerrier,	74	4 Le Capricieux,	64
2 Le Centaur,	74	5 Le Beinfaiſant,	64
2 Le Souveraign,	74	6 Le Raiſonable,	64
3 Le Floriſſant,	74	3 Le Hardi,	64
4 Le Prudent,	74	3 Le Sphinx,	64
1 L'Heros,	74	3 Le Dragon,	64
1 L'Intrepide,	74	3 Le Warwick,	60
4 L'Entreprenant,	74	4 L'Apollon,	50

Thoſe marked thus
1 Eſcaped from Louiſburg and got to Quebec.
2 Blocked up in Carthagena by Admiral Oſborne.
3 Drove aſhore near the Iſle of Aix by Admiral Hawke.
4 Deſtroyed at Louiſburg.
5 Taken at ditto.
6 Taken by the Dorſetſhire on her way to Breſt.
7 Afterwards taken by the Antelope.

Note

Note 138. Commodore Moore's Line of Battle, and a Liſt of the French Fleet in the Weſt Indies.

Frigates.	*Ships.*	*Commanders.*	*Guns.*
Woolwich.	Buckingham,	Capt. L. Leſlie,	64
Bonetta.	Berwick,	W. Harman,	64
Infernal.	Hampſhire,	C. Norbury,	50
Grenada.	Panther,	M. Shuldham,	60
Rye.	Lancaſter,	R. Man,	66
Griffin.	St George,	C. Gayton,	90
Ludlow Caſtle.	Cambridge,	John Moore, Commodore, and Commander in Chief, Capt. T. Burnet,	80
Amazon.	Burford,	Ja. Gambier,	70
Emerald.	Rippon,	Ed. Jekyl,	60
King's Fiſher.	Briſtol,	P. Parker,	50
	Lyon,	W. Trelawney,	60
	Winchester,	Ed. Le Cras,	50
Roebuck.	Norfolk,	R. Hughes,	74

The following was given out as the French Line of Battle.

Frigates.	*Ships.*	*Commanders.*	*Guns.*
Le Fleur de lys.	L' Hector,	Rochfield,	74
	Le Sage,	De Guichen,	64
	Le Courageux,	Couſage,	74
	Le Vailant,	Clavier,	64
L'Amethyſt.	Le Defenſeur,	M. du Bompart, Chef d'Eſcadre,	74
	Le Prothée,	D' Hiquit,	64
	L'Amphion,	Reviel,	50
	Le Floriſſant,	Le Comte de Morville,	74
Le Voleur.	Le Diadem,	Roſſalliere,	74

Note

Note 139. A Liſt of his Majeſty's Ships, commanded by Vice-Admiral Cotes, on the Jamaica Station, 1759.

Ships.	*Guns.*	*Commanders.*
Marlborough,	90	Thomas Cotes, Vice-Admiral of the White. Capt. Robert Faulknor.
Edinburgh,	64	W. Langdon.
Auguſta,	60	Ar. Forreſt.
Dreadnought,	60	M. Suckling.
Eagle,	60	Ja. Hobbs.
Aſſiſtance,	50	R. Wellerd.
Seaford,	24	D. Edwards.
Wager,	20	William Shurmur.
Lively,	20	Hon. Fred. Maitland.
Port Antonio,	12	Ar Uſher.
Hornet,	12	Hon Charles Napier.
Peregrine,	16	John Brooks.
Viper,	10	George Johnſtone.

Note 140. Deſcription of Fort Niagara; Force ſent againſt it; and the Terms on which it ſurrendered.

44th regiment.
46th ditto.
60th ditto, 4th battalion.
2 battalions of New-York provincials.
A detachment of the Royal regiment of artillery.
A large body of Indians, under the command of Colonel Sir William Johnſon, Baronet.
Amounting in the whole to near five thouſand men.

Terms of Capitulation granted to the Garriſon of Niagara.

Art. 1. The garriſon ſhall march out with their arms and baggage, drum beating, and match lighted at both ends, and a ſmall piece of cannon, to imbark in ſuch veſſels as the commander of his Britannic Majeſty's forces ſhall furniſh, to convey them to New York, by the ſhorteſt road, and in the ſhorteſt manner.

Ans. Granted.

Art. 2.

ART. 2. The garriſon ſhall lay down their arms when they imbark, but ſhall keep their baggage.

ANS. Granted.

ART. 3. The officers ſhall keep both their arms and their baggage.

ANS. Granted.

ART. 4. The French ladies, with their children, and other women, as well as the chaplain, ſhall be ſent to Montreal, and the commander of his Britannic Majeſty's forces ſhall furniſh them with veſſels and ſubſiſtence neceſſary for their voyage to the firſt French poſt; and this is to be executed as ſoon as poſſible. Thoſe women who chuſe to follow their huſbands are at liberty to do it.

ANS. Granted, except with regard to thoſe women who are his Britannic Majeſty's ſubjects.

ART. 5. The ſick and wounded who are obliged to remain in the fort, ſhall have liberty to depart with every thing that belongs to them, and ſhall be conducted in ſafety, as ſoon as they are able to ſupport the fatigues of a voyage, to the place deſtined for the reſt of the garriſon: in the mean time they are to be allowed a guard for their ſecurity.

ANS. Granted.

ART. 6. The commanding officer, all the other officers, and private men, who are in the ſervice of his Moſt Chriſtian Majeſty, ſhall quit the fort, without being ſubject to any act of repriſals whatſoever.

ANS. Granted.

ART. 7. An inventory ſhall be made of all the ſtores in the magazine, which, with the artillery, ſhall be delivered up, *bonâ fide*, as well as all other effects, which are the property of his Moſt Chriſtian Majeſty, and which are found in the magazine at the time of capitulation.

ANS. The veſſels and boats are included in this article.

ART 8. The ſoldiers ſhall not be plundered, nor ſeparated from their officers.

ANS. Granted.

ART. 9. The garriſon ſhall be conducted, under a proper eſcort, to the place deſtined for their reception: the General ſhall expreſsly recommend to this eſcort, to hinder the ſavages from approaching and inſulting any perſons belonging to the garriſon, and ſhall prevent their being pillaged by them, when they quit their arms for imbarkation; and the ſame care is to be taken on every part of the route where ſavages may be met with.

ANS. Granted *.

* This ſerves to ſhow how very much the enemy dreaded we ſhould retaliate upon them the horrid treacheries and barbarities they exerciſed upon our garriſons of Oſwego, Fort William-Henry, &c. when theſe places were taken by M. de Montcalm.

ART. 10.

ART. 10. An exact liſt ſhall be made of the names and ſurnames of the different troops, as well regulars as militia, and of all others who are employed in his Moſt Chriſtian Majeſty's ſervice; and all thoſe who are ſo employed ſhall be treated in the ſame manner as the reſt of the garriſon.

ANS. Granted in the firſt article.

ART. 11. All the ſavages, of whatſoever nation they be, who are found in the garriſon, ſhall be protected from inſult, and allowed to go where they pleaſe.

ANS. Granted; but it will be adviſeable for them to depart as privately as poſſible.

Theſe articles being accepted, the General of his Britannic Majeſty's forces ſhall be put in poſſeſſion of a gate of the fort; but this cannot be done until to-morrow.

To-morrow morning, at ſeven o'clock.

Niagara, 25th July 1759.

POUCHOT, Captain in the Regiment of Bearne.
WM JOHNSON.

NIAGARA,

A ſtrong fort built by the French in 1751 on the ſouth ſide of a river of the ſame name, twelve miles below the famous falls of Niagara, and near its influx into Lake Ontario: It entirely commands the communication between that lake and Lake Erie. The French looked on it as the key to all the lakes, or rather inland ſeas, which communicate with each other by means of the rivers St Lawrence and Miſſiſippi, and form an interior navigation almoſt the whole length of the continent of North America.

The fort, ſituated on a point of land having the river on one ſide and Lake Ontario on the other. The fortifications on the land-ſide extend from the Lake to the River, are built of ſtone and conſiſt of two baſtions and a curtain, before which is a ravelin. It has a ditch and a covered way. Here is a dock with other conveniences for building or repairing veſſels. It was the grand magazine for ſupplying the French forts and poſts on the Lakes, and from whence their Indian allies were ſupplied with all their barbarous implements of war, gunpowder, ſhot, &c. In the Fort were found forty-eight pieces of cannon, from 14 pounders downwards, and two cohorn mortars, with a very great quantity of ſtores, ammunition, and proviſions.——— The garriſon conſiſted of ſix hundred men.

Note 141. Deſcription of Crown Point and Ticonderoga, with Liſts of the Forces ſent againſt them.

CROWN POINT.

Here the French had a ſtrong entrenched camp, about twelve miles from Ticonderoga, on the borders of Lake Champlain, on the ſcite of which General Amherſt erected a large fort.

TICONDEROGA,

Built by the French in the year 1756, on the narrow paſſage, or communication, between the lakes George and Champlain. It had all the advantages that art or nature could give it, being defended on three ſides by water ſurrounded by rocks, and by half of the fourth by a ſwamp, and where that fails the French erected a breaſtwork nine feet high. The fort is a ſquare, with four baſtions, built with logs on rocks covered with maſonry to level the foundation. The counterſcarp of the glacis and of the ditch are of maſonry, as are the two ravelins, which cover the only front to which approaches can be carried on. It has an exceeding good covered way; and the fort has good caſemates and barracks. Near the water-ſide is a ſtrong redoubt mounted with cannon, which protects the dock, and commands the navigation.

In the fort were found twenty pieces of cannon, three mortars, and a howitzer, with a conſiderable quantity of ſtores, which the blowing up of part of the fort had not deſtroyed.

The forces that went on this expedition were as follows.

1ſt, or Royal regiment, 2d batt. 17th, 27th, 42d, 55th, 77th,	amounting in all, officers included, to	5743
Royal artillery,		181
80th, Gage's light infantry,		500
		6354

PROVINCIALS.

The regiments of Colonels Schuyler, Ruggles, Whiting, Lyman, Worceſter, Babcock, Lovewell, Fitch, and Willards, making in all	5279
Total,	11,633
N. B. The 2d battalion of the 42d regiment, and 400 draughts from the Weſt Indies, arrived ſoon after Ticonderoga was abandoned, making in all,	1400
Total,	13,033

The train of artillery to accompany this army was as follows.

6 twenty-four pounders,	6 eight-inch howitzers,
4 eighteen ditto,	5 five-and a half inch ditto,
10 twelve ditto,	8 Royals,
7 ſix ditto,	4 ten inch mortars,
3 three ditto,	1 thirteen-inch mortar.

The

The army was ranged in four columns. The front column was commanded by Colonel Haviland; the ſecond by Brigadier-General Gage; the third by Colonel Schuyler; and the fourth by Colonel Lyman.

Adj.-Generals, { Lieut.-Col. Hon. Roger Townſhend, Lieut.-Col. William Amherſt.

Quartermaſter-General, Lieut.-Col. John Bradſtreet.

Note 142. A Liſt of the Naval and Military Force on the Expedition againſt Quebec, together with the General and Staff Officers; Gen. Wolfe's Manifeſto; the French Naval Force above the Town; the Terms of Capitulation; Various Returns; and a Deſcription of the Town.

Ships.	*Guns.*	*Men.*	*Commanders.*
Neptune,	90	780	Charles Saunders, Vice-Admiral of the Blue, Capt. Broderick Hartwell.
Princeſs Amelia,	80	750	Philip Durell, Rear-Admiral of the Red, Capt. John Bray.
Dublin,	74	600	Charles Holmes, Rear-Admiral of the White, Capt. W. Gooſtrey.
Royal William,	84	750	Hugh Pigot.
Terrible,	74	700	Richard Collins.
Shrewſbury,	74	600	Hugh Palliſer.
Northumberland,	70	520	Alex. Lord Colvill.
Vanguard,	70	520	Robert Swanton.
Devonſhire,	66	520	William Gordon.
Orford,	66	520	Richard Spry.
Somerſet,	64	520	Edward Hughes.
Alcide,	64	500	James Douglas.
Bedford,	64	520	Thorpe Fowke.
Captain,	64	520	John Amherſt.
Trident,	64	500	Julian Legge.
Stirling Caſtle,	64	520	Michael Everitt.
Prince Frederick,	64	520	Robert Routh.
Medway,	60	420	Charles Proby.
Pembroke,	60	420	John Wheelock.
Prince of Orange,	60	420	Samuel Wallis.
Centurion,	50	420	William Mantel.
Sutherland,	50	350	John Rous.
Diana,	32	220	Alexander Schomberg.
Richmond,	32	220	Thomas Hankerſon.
Trent,	28	200	John Lindſay.
Lizard,	28	200	James Doake.

Ships.		*Guns.*	*Men.*	*Commanders.*
Echo,		28	200	Capt. John Laforey.
Loweſtoffe,		28	200	Joſeph Deane.
Seahorſe,		24	180	James Smith.
Scarborough,		24	180	John Stot.
Eures,		20	160	John Elphinſtone.
Nightingale *,		20	160	James Campbell.
Hind,		20	160	Robert Bond.
Squirrel,		20	160	George Hamilton.
Fowey †,		20	160	George A. Tonyn.
Scorpion,	ſloops,	14	120	John Cleland.
Porcupine,	ſloops,	14	120	John Jarvis.
Hunter,	ſloops,	10	100	William Adams.
Zephyr,	ſloops,	10	100	William Greenwood.
Baltimore,	bomb-ketch.	8	80	Robert Carpenter.
Pelican,	bomb-ketch.	8	80	Edward Mountfort.
Racehorſe,	bomb-ketch.	8	80	Francis Richards.
Veſuvius, fire-ſhip,		16	100	James Chads.
Cormorant, fire ſhip,		16	100	P. Mouat.
Strombolo, fire-ſhip,		16	100	Richard Smith.
Boſcawen, armed ſhip,		16	100	Charles Douglas,
Halifax, armed ſhip,		12	80	
Rodney, cutter,		4	40	Hon. Ph. T. Percival.
Crown, ſtore-ſhip,		18	100	Joſeph Mead.

LAND-FORCES.

Major-General James Wolfe, Commander in Chief.

Colonel { Hon. Robert Monckton, / Hon. George Townſhend, / Hon. James Murray, } Brigadier Generals.

Lieut.-Colonel Guy Carleton, Quarter-Maſter General.

Major Iſaac Barré, Adjutant-General.

Captain { Hervy Smith, / Thomas Bell, } Aid de Camps to the Commander in Chief.

Captain { Rich. Gwillem, / John Spittal, / Hon. Rd Maitland, } Majors of Brigade.

Lieutenant Henry Dobſon,

Captain { Caldwell, / Leſlie, } Aſſiſtants to the Quarter-Maſter General.

Major Patrick Mackellar, Chief Engineer.

* Went home from Louiſburg with the invalids of the army.
† Arrived with money from England, and ſtore-ſhips.

First Brigade,		**General Monckton.**
Regiments.		*Commanding Officers.*
15th, Amherſt's,	-	Major Irving.
43d, Kennedy's,	- - -	Lieut.-Col. James.
48th, Webb's,	- -	Lieut.-Col. Burton.
78th, Fraſer's,	- - -	Lieut.-Col. Fraſer.
Second Brigade,		**General Townſhend.**
28th, Bragg's,	- -	Lieut.-Col. Walſh.
47th, Laſcelles's,	- -	Lieut.-Col. Hale.
60th, Monckton's 2d Batt.	-	Major Prevoſt.
Third Brigade,		**General Murray.**
35th, Otway's,	- -	Lieut.-Col. Fletcher.
58th, Anſtruther's,	- -	Major Agnew.
60th, Lawrence's 3d Batt.	-	Lieut-Col. Young.
The Grenadiers of the above 10 Regts,		Lieut. Col. Carleton.
The Grenadiers of the 22d, 40th, and 45th Regiments from Louiſburg,		Lieut.-Col. Murray.
A corps of Light Infantry from the Regiments of the line, -		Lieut.-Col. Hon. William Howe. 58th regiment, and Major John Dalling 28th regiment,
A Corps of Rangers,		Major Geo. Scott.

By his Excellency James Wolfe, Eſq; Colonel of a Regiment of Infantry, Major-General and Commander in Chief of his Britannic Majeſty's Forces in the River St Lawrence, &c. &c.

The formidable ſea and land armament which the people of Canada now behold in the heart of their country, is intended by the King, my maſter, to check the inſolence of France, to revenge the inſults offered to the Britiſh colonies, and totally to deprive the French of their moſt valuable ſettlement in North America. For theſe purpoſes is the formidable army under my command intended. The King of Great Britain wages no war with the induſtrious peaſant, the ſacred orders of religion, or defenceleſs women and children: to theſe, in their diſtreſsful circumſtances, his Royal clemency offers protection. The people may remain unmoleſted on their lands, inhabit their houſes, and enjoy their religion in ſecurity: For theſe ineſtimable bleſſings, I expect the Canadians will take no part in the great conteſt between the two Crowns. But if, by a vain obſtinacy and miſguided valour, they preſume to appear in arms, they muſt expect the moſt fatal conſequences; their habitations deſtroyed, their ſacred temples expoſed to an exaſperated ſoldiery; their harveſt utterly

terly ruined; and the only paſſage for relief ſtopped up by a moſt formidable fleet. In this unhappy ſituation, and cloſely attacked by another great army, what can the wretched natives expect from oppoſition? The unparalleled barbarities exerted by the French againſt our ſettlements in America, might juſtify the ſevereſt revenge in the army under my command But Britons breathe higher ſentiments, and liſten to the merciful dictates of the Chriſtian religion. Yet, ſhould you ſuffer yourſelves to be deluded by any imaginary proſpect of our want of ſucceſs; ſhould you refuſe thoſe terms, and perſiſt in oppoſition; then ſurely will the law of nations juſtify the ravages of war, ſo neceſſary to cruſh an ungenerous enemy; and then the miſerable Canadians muſt in the winter have the mortification of ſeeing the very families, for whom they have been exerting a fruitleſs and indiſcreet bravery, periſh by the moſt diſmal want and famine. In this great dilemma let the wiſdom of the people of Canada ſhew itſelf: Britain ſtretches out a powerful, yet merciful hand; faithful to her engagements, and ready to ſecure her in her moſt valuable rights and poſſeſſions. France, unable to ſupport Canada, deſerts her cauſe at this important criſis, and, during the whole war, has aſſiſted her with troops who have been maintained only by making the natives feel all the weight of grievous and lawleſs oppreſſion.

Given at Laurent in the iſland of Orleans, this 28th day of June 1759.

JA. WOLFE.

The Naval Force of the Enemy conſiſted of the following ſhips:

KING'S FRIGATES.	*Guns.*		*Guns.*
L'Atalante,	36	Le Duc de Fronſac,	24
La Pomone,	32	Le Bienfaiſant,	24
MERCHANT FRIGATES.		The Lovely Nancy,	24
Le Machault,	24	La Chezine,	22
Le Seneƈtere,	24		

Articles of Capitulation agreed on between their Excellencies Brigadier-General Townſhend and M. de Ramzay, Commander in Quebec.

ARTICLE 1. M. de Ramzay demands the honours of war for his garriſon, and that they ſhall be conducted back to the army in ſafety by the ſhorteſt road, with their arms, baggage, ſix pieces of braſs cannon, two mortars, two howitzers, and twelve rounds.

ANS. The garriſon of the town, compoſed of land-forces, marines, and ſailors, ſhall march out with their arms and baggage, drums beating, lighted matches, with two pieces of cannon and twelve rounds, and ſhall be embarked as conveniently as poſſible, in order to be landed at the firſt port in France.

ART. 2. That the inhabitants ſhall be maintained in the poſſeſſion of their houſes, goods, effects, and privileges.

ANS. Granted, provided they lay down their arms.

ART. 3.

ART. 3. That the ſaid inhabitants ſhall not be moleſted on account of their having borne arms for the defence of the town, as they were forced to it, and as it is cuſtomary for the inhabitants of the colonies of both Crowns to ſerve as militia.

ANS. Granted.

ART. 4. That the effects belonging to abſent officers, or inhabitants, ſhall not be touched.

ANS. Granted.

ART. 5. That the ſaid inhabitants ſhall not be removed nor obliged to quit their houſes, until their condition ſhall be ſettled by a definitive treaty between their Moſt Chriſtian and Britannic Majeſties.

ANS. Granted.

ART. 6. The exerciſe of the Catholic, Apoſtolic, and Roman religion ſhall be preſerved, and that ſafeguards ſhall be granted to the houſes of the clergy, and monaſteries, particularly to the Biſhop of Quebec, who, animated with a zeal for religion, and charity for the people of his dioceſe, deſires to reſide conſtantly in it, to exerciſe freely, and with that decency which his character, and the ſacred myſteries of the Catholic, Apoſtolic, and Roman religion require, his Epiſcopal authority in the town of Quebec, whenever he ſhall think it proper, until the poſſeſſion of Canada ſhall have been decided by a treaty between their Moſt Chriſtian and Britannic Majeſties.

ANS. The free exerciſe of the Roman religion, ſafeguards granted to all religious perſons, as well as to the Biſhop, who ſhall be at liberty to come and exerciſe, freely and with decency, the functions of his office whenever he ſhall think proper, until the poſſeſſion of Canada ſhall have been decided between their Britannic and Moſt Chriſtian Majeſties.

ART. 7. That the artillery and warlike ſtores ſhall be delivered up *bona fide*, and an inventory taken thereof.

ANS. Granted.

ART. 8. That the ſick, wounded, commiſſaries, chaplains, phyſicians, ſurgeons, apothecaries, and other perſons employed in the hoſpitals, ſhall be treated agreeable to the cartel ſettled between their Moſt Chriſtian and Britannic Majeſties on February 6. 1759.

ANS. Granted.

ART. 9. That before delivering up the gate, and the entrance of the town to the Engliſh forces, their General will be pleaſed to ſend ſome ſoldiers to be placed as ſafeguards at the churches, convents, and chief habitations.

ANS. Granted.

ART. 10. That the commander of the city of Quebec ſhall be permitted to ſend advice to the Marquis de Vaudreuil, Governor-General, of the reduction of the town: As alſo that this General ſhall be allowed to write to the French miniſtry to inform them thereof.

ANS Granted.

ART. 11. That the preſent capitulation ſhall be executed according to its form and tenor, without being liable to non-execution, under pretence

pretence of repriſals, or the non-execution of any preceding capitulation.

Ans. Granted.

The preſent treaty has been made and ſettled between us, and duplicates ſigned at the Camp before Quebec, Sept. 18. 1759.

C. Saunders. G. Townshend.
De Ramzay.

Number of the killed, wounded, and miſſing, from the 27th of June to the 13th of September.

	Killed.	*Wounded.*	*Miſſing.*
Officers,	11	46	0
Serjeants,	9	26	0
Drummers,	0	7	0
Rank and File,	162	572	17
Total,	182	541	17

On the 13th of September.

Officers,	9	3	0
Serjeants,	3	25	0
Drummers,	0	4	0
Rank and File,	46	513	3
Total,	95	545	3
	182	541	17
Total from the beginning of the ſiege,	277	1086	20

An Account of the Guns, &c. found in Quebec on its ſurrender.

Braſs Guns,	6 pounders	1
	4	3
	2	2
Iron Guns,	36	10
	24	45
	18	18
	12	13
	8	43
	6	66
	4	30
	3	7
	2	3
Total Guns,		241

Braſs Mortars,	15 inch	1
Ditto Howitzers,	8	3
Iron Mortars,	13	9
	10	1
	8	3
	7	7
Total Howitzers & Mortars,		24
Shells,	13 inches	770
	10	150
	8 } 6 }	90
Braſs Petards,	2	

With

With a conſiderable quantity of powder, ball, ſmall arms, and intrenching tools. Thirty-ſeven pieces of cannon, and one mortar, were found on the ſeveral batteries between St Charles River and Beauport.

Strength of the French Army at the Battle of Quebec, Sept. 13. 1759.

Right Column.		*Centre Column.*		*Left Column.*	
Colony troops,	550	Reg. of Bearn,	360	Reg. Royal Rouſillon,	650
Reg. of La Sarre,	500	— Guienne,	360	Colony troops,	650
— Languedoc,	550	Militia,	1200	Militia,	2300
Militia, and one ſix pounder,	400		1920		3600
	2000				1920
					2000
				Total, -	7520

A Return of the Strength of the Army commanded by Major-General James Wolfe, at the Battle of Quebec, Sept. 13. 1759.

Regiments, and Corps.	*Colonels.*	*Lt Colonels.*	*Majors.*	*Captains.*	*Lieutenants.*	*Enſigns.*	*Adjutants.*	*Qr Maſters.*	*Surgeons.*	*Serjeants.*	*Drummers.*	*Rank & File.*	*Total.*
15th, Amherſt's,	1	-	1	4	15	5	-	-	1	21	6	352	406
28th, Bragg's,	1	-	1	5	9	8	-	-	1	23	11	362	421
35th, Otway's,	-	1	1	5	11	8	1	1	1	23	11	456	519
43d, Kennedy's,	-	-	1	6	6	4	1	1	-	17	11	280	327
47th, Laſcelles's,	-	1	-	5	8	8	-	-	-	31	2	305	360
48th, Webb's,	-	1	-	4	16	7	1	-	1	33	14	605	683
58th, Auſtruther's,	-	1	1	4	7	6	-	-	-	20	--	296	335
60th, Monkton's,	1	-	-	2	6	6	-	-	-	26	15	266	322
60th, Lawrence's,	-	1	-	4	11	8	-	-	-	28	14	474	540
78th, Fraſer's,	-	-	-	7	12	7	1	-	-	28	14	603	661
22d, 40th, 45th, Louiſburg companies of grenadiers,	-	1	-	2	8	-	1	-	-	9	4	216	241
Total, -	3	6	5	48	109	67	5	2	4	259	102	4215	4816
Total, including General Officers, &c.								-		-		-	4870

One Major-General, three Brigadier-Generals, one Quarter-Maſter-General, one Aid Quarter-Maſter-General, one Adjutant-General, four Majors of Brigade, two Aid de Camps, and fifty Artillery men.

A Deſcription of Quebec, from the French of Pere Charlevoix.

This capital of New France is ſituated in Lat 46. 55. N. and Lon. 69. 48. W. and merits to be known, were it only on account of the ſingularity of its ſituation; for perhaps it is the only city in the world of a freſh water harbour capable of containing one hundred men of war of the line, at one hundred and twenty leagues diſtant from the ſea. It lies on the moſt navigable river in the univerſe.

The river St Lawrence up to the iſle of Orleans, which is for about one hundred and twelve leagues from its mouth, is no where leſs than from four to five leagues broad; but above that iſle it narrows ſo, that before Quebec it is not above a mile over. Hence this place got the name of Quebeis or Quebec, which, in the Algonquin tongue, ſignifies a ſtraitening, or ſtrait. The Abenaquis, whoſe language is a dialect of the Algonquin, call it Queliber, which ſignifies a place ſhut up or concealed; becauſe, as you enter from the little river of Chaudiere, by which theſe ſavages come to Quebec from Acadia), the point of Levy, which juts out beyond the iſle of Orleans, entirely hides the ſouth channel of the river St Lawrence, as the iſle of Orleans does that on the north; ſo that from thence the port of Quebec appears like a large baſon or bay, land-locked on all ſides.

The firſt object that preſents itſelf on entering the road, is a beautiful caſcade or ſheet of water, about thirty feet broad, and forty high, which appears juſt at the entry of the little channel of the iſle of Orleans, and is ſeen from that long point on the ſouth of the river, which, as I obſerved, hides the iſle of Orleans. This caſcade is called the Fall of Montmorency, and the point, the Point of Levy, in honour of two ſucceſſive viceroys of New France, viz. Admiral Montmorenci, and his nephew the Duke of Ventadour. One would naturally conclude, that ſo plentiful a fall of water, which never decreaſes, ſhould proceed from a large river. It is, however, only ſupplied by an inconſiderable brook, which in ſome places is not ancle deep; but it never dries up, and iſſues from a fine lake about twelve leagues diſtant from the fall.

The city lies a league higher, on the ſame ſide, and in the place where the river is narroweſt. But between it and the iſle of Orleans is a baſon, a full league in diameter every way, into which the river St Charles empties itſelf from the north-weſt. Quebec ſtands exactly between this river and Cape Diamond, which advances out behind it. The anchorage or road is oppoſite, in twenty-five fathom, good ground. However, when the wind blows hard in north-eaſt, ſhips often drive, but without danger.

When Samuel Champlain founded this city in 1608, the tide ſometimes flowed to the foot of the rock. Since that time the river has, by degrees, retreated, and left dry a large ſpace of ground, on which the

the lower town is built, and which at preſent is ſufficiently elevated above the water-mark, to ſecure it from any fears of an inundation. The firſt thing you meet at landing is an open place of a middling compaſs, and irregular form, with a row of houſes in front tolerably built, having the rock behind them, ſo that they have no great depth. Theſe form a pretty long ſtreet, which takes up all the breadth of the ground, and extends from right to left to two paſſages which lead to the high town This opening is bounded on the left by a ſmall church, and on the right by two rows of houſes running parallel to each other. There is alſo another range of buildings between the church and the port; and along the ſhore as you go to Cape Diamond, there is a pretty long row of houſes on the edge of a bay, called the Bay of Mothers This port may be regarded as a kind of ſuburb to the lower town.

Between this ſuburb and the latter you aſcend to the upper town by a paſſage ſo ſteep, that they have been obliged to cut ſteps in the rock, ſo that it is only practicable on foot; but as you turn from the lower town to the right hand, there is a way more eaſy, with houſes on each ſide. In the place where theſe two paſſages meet, begins the upper town towards the river; for there is another part of the lower town toward the river St Charles The firſt building you meet as you aſcend from the right hand, is the Epiſcopal palace; the left is ſurrounded with houſes As you advance twenty paces further, you find yourſelf between two large ſquares That on the left is the place of arms, adjoining to the fort, which is the reſidence of the governor-general. Oppoſite to it is the convent of Recollects, and part of the remainder of the ſquare is ſurrounded with well built houſes.

In the ſquare on the right hand ſtands the Cathedral Church, which is the only pariſh church in the city. The ſeminary lies on one ſide, in a corner formed by the great river and the river St Charles. Oppoſite the cathedral is the Jeſuits College; and in the ſpace between, ſome handſome buildings. From the place of arms run two ſtreets, croſſed by a third, and which form a large ſquare or iſle, entirely taken up by the church and convent of Recollects. The ſecond ſquare has two deſcents to the river St Charles, one very ſteep, joining to the ſeminary, with but few houſes; the other near the Jeſuits incloſure, which winds very much; has the hoſpital on one ſide about mid-way, and is bordered with ſmall houſes This goes to the palace, the reſidence of the intendant of the province. On the other ſide the Jeſuits College, near the church, is a pretty long ſtreet, with a convent of Urſuline nuns. As to the reſt, the high town is built on a foundation of rock, partly marble, partly ſlate. It has greatly increaſed within theſe laſt twenty years.

Such is the topography of Quebec, which takes up a conſiderable extent. The houſes are large, and all of ſtone; yet there are reckoned but about ſeven thouſand ſouls. When this capital of New France ſhall be as flouriſhing as that of the Old, (and Paris was once leſs than Quebec is now), what a proſpect will this afford of towns, caſtles,

villas. Below it a noble baſon, filled with veſſels from all parts of the world: Oppoſite to it, the iſle of Orleans, and the ſhores on each ſide of it, adorned with beautiful meadows, verdant hills, and corn fields. On one ſide the river St Charles, winding through a charming vale, crowded with villages; the port beneath, adorned with ſpacious quays and magnificent buildings. When all this happens, you will grant this terrace admirably ſituated. Even at preſent, the view from it is delightful.

Quebec is not regularly fortified; but they have been long at work to render it capable of a ſiege. The town, as it is, is naturally ſtrong. The port is flanked by two baſtions, which at high tides are almoſt even with the water; that is to ſay, they are twenty-five feet high, which is the height the tides flow here at the equinoxes. A little above the baſtion, to the right, is a half baſtion cut out of the rock; and a little higher, nearer the fort, is a battery mounted with twenty-five pieces of cannon. Higher ſtill is a ſquare fort, called the citadel. The ways that communicate between theſe fortifications are extremely rugged. To the left of the port, along the road to the river St Charles, are good batteries of cannon, and ſome mortars. From the angle of the citadel facing the town they have drawn a curtain aſlant, which joins a redoubt pretty ſteep, on which is a windmill fortified. Deſcending from hence, you find, within a muſquet-ſhot, a tower with a baſtion; and, at an equal diſtance, a ſecond. The deſign was, to cover all this part with a counterſcarp, having the ſame angles as the baſtions, and which ſhould end at the extremity of the rock, near the palace of the intendant, where there is already a ſmall redoubt, as there is another on Cape Diamond. I know not why the deſign was not executed. Such was the ſtate of Quebec in 1711, when the Engliſh fitted out a large armament for the reduction of Canada, which miſcarried through the raſhneſs of the Admiral, who, contrary to the advice of his pilot, approaching too near the Seven Iſles, loſt all his largeſt ſhips, and three thouſand men of his beſt troops. Quebec ſtill remains in the ſame condition.

Note 143. A Liſt of the Fleet under the command of Admiral Boſcawen, in the Mediteranean, in 1759, with the killed and wounded on board the Fleet.

Ships.	*Guns.*	*Commanders.*
* Namur,	90	Hon. Edward Boſcawen, Admiral of the Blue. Capt. Matthew Buckle.
Prince,	90	Thomas Broderick, Vice-Admiral of the Blue. Capt. Joſeph Peyton.
* Newark,	80	W. Holburne.

* Warſpight,

Ships.		Guns.	Commanders.
* Warſpight,		74	Capt. J. Bentley.
Culloden,		74	S. Callis.
* Conqueror,		70	W. Lloyd. **
* Swiftſure,		70	T. Stanhope.
* Edgar,		64	F. W. Drake.
St Albans,		64	E. Vernon.
* Intrepid,		60	E. Pratten.
* America,		60	Ja. Kirk.
Princeſs Louiſa,		60	R. Harland. **
Jerſey,		60	J. Barker.
Guernſey,		50	Lt. M. Kearney, acting. ***
Portland,		50	Jervis Mappleſden.
Ambuſcade,		40	Rd Gwynne.
Rainbow,		40	Chr. Baſſet.
* Shannon,		36	C. Meadows.
Active,		36	H. Sawyer.
* Thetis,		32	J. Moutray.
Lyme,		24	Ja. Baker.
Gibraltar,		24	W. M'Cleverty.
Glaſgow,		24	And. Wilkinſon.
Sheerneſs,		24	J. Clerke.
Tartar's Prize,		24	T. Baillie.
Favourite,		16	Tim. Edwards.
* Gramont,		16	Ph. Affleck.
* Ætna,	Fireſhips.	8	Rd Bickerton.
* Salamander,	Fireſhips.	8	Hon. J. L. Gower.

Thoſe marked thus * came out with Admiral Boſcawen.
** changed ſhips with each other.
*** her captain (Milbank) being employed as ambaſſador to the Emperor of Morocco.

A Liſt of the Killed and Wounded in the Action of Auguſt 18. 1759. in the Mediterarean.

Ships.	Killed.	Wounded.	Total.
Namur, -	13	44	57
Prince, -	none.	none.	
Culloden, -	4	15	19
Warſpight, -	11	40	51
Newark, -	none.	5	5
Swiftſure, -	5	32	37
Conqueror, -	2	6	8
Edgar, in charge of the prize-ſhip Centaur.			
Intrepid, -	6	10	16
St Albans, -	6	2	8
Carried forward, -	47	154	201

Ships.	Killed.	Wounded.	Total.
Brought forward, -	47	154	201
America, -	3	16	19
Jerſey, -	none.	none.	
Guernſey, -	none.	14	14
Portland, -	6	12	18
Total, —	56	196	252

Note 144. A Liſt of the French Fleet under M. de la Clue, when ſeen by the Gibraltar on the 17th of July.

Ships.	Guns.		Commanders.
L' Ocean,	80	Burnt,	M. de la Clue.
Le Redoubtable,	74	Burnt,	Capt. M. le C. de Carne.
		Burnt,	M. de S. Aignan.
Le Souveraine,	74	Separated the night of the 18th of Auguſt.	M. de Panat.
Le Guerrier,	74	Separated the night of the 18th of Auguſt.	M. de Rochemore.
Le Centaur,	74	Taken.	M. Sabran de Gramont.
Le Temeraire,	74	Taken.	M. de Caſtillon l'aine.
Le Modeſte,	64	Taken.	M. de Lac Monvert.
Le Fantaſque,	64	Loſt company coming through the Streights, Aug. 17 and went to Cadiz.	M. de Caſtillon, cadet.
Le Lion,	64	Loſt company coming through the Streights, Aug. 17 and went to Cadiz.	M Colbert de Turgis.
Le Triton,	64	Loſt company coming through the Streights, Aug. 17 and went to Cadiz.	M. de Venel.
Le Fier,	50	Loſt company coming through the Streights, Aug. 17 and went to Cadiz.	M. de Marquiſan.
L' Oreflamme,	50	Loſt company coming through the Streights, Aug. 17 and went to Cadiz.	M. de Dabon.
La Chimere,	26	Loſt company coming through the Streights, Aug. 17 and went to Cadiz.	M. de Souchet.
La Minerve,	24	Loſt company coming through the Streights, Aug. 17 and went to Cadiz.	Le Chev. d' Opede.
La Gracieuſe,	24	Loſt company coming through the Streights, Aug. 17 and went to Cadiz.	Le Chev. de Fabry.

Note 145. Tranſlation of a letter from M. de la Clue, (giving an Account of his Battle with Admiral Boſcawen), to the Compte de Merie, Ambaſſador of France at the Court of Liſbon, dated Lagos, Aug. 28. 1759.

" I was not in a condition to write your Excellency, when I diſpatched a domeſtic to inform you of the diſaſter that had befallen the King's ſquadron under my command. I paſſed the Streights in the night between the 16th and 17th of Auguſt, with twelve ſhips of the line and three frigates: I was not afraid of meeting with Admiral Boſcawen, though his ſquadron was ſtronger than mine; but by an unaccountable fatality, five of my ſhips and three frigates parted from me, ſo that next morning at day-break, I found I had only ſeven with me. Fortunately they were the largeſt, viz. the Ocean, the Centaur, the Redoubtable, the Guerrier, the Souveraine, the Temeraire,

méraire, and the Modeſte. At ſun-riſing we diſcovered eight ſail to windward; I believed them to be my ſhips, and waited for them, keeping as near the wind as poſſible, with very little ſail. In a little time their number encreaſed ſo much, that we counted eighteen. I made no doubt of their being the enemy's fleet. I immediately determined to make all the ſail I could to gain the weather-gage, and made the proper ſignal to my ſhips, but was obliged to wait for the Souveraine, which is a heavy ſailer, and by that means the enemy got up with me ſooner than they would otherwiſe have done. Whilſt the wind blew a briſk gale, they had no advantage over us; but at noon the wind dying away, I found that they ſailed much better than we. At half an hour after two, the Centaur, Captain de Sabran, which was in the rear, was attacked by two of their ſhips, one on the larboard, the other on the ſtarboard ſide, and defended herſelf with uncommon bravery. The Guerrier was attacked ſoon after, then the Ocean and the Souveraine. The heat of the action was with theſe four ſhips, each of which fought both ſides of the ſhip without intermiſſion. Admiral Boſcawen, who came down upon me with all the ſail he could make, came athwart me within gun ſhot, about four o'clock, and poured a furious broad-ſide into me, which I returned; and my ſhot were ſo well aimed, that his mizen-maſt was carried away, his main-top-ſail yard came in two upon the deck, the ſprit-ſail yard and the jack-ſtaff were cut away, all his ſails were torn, and he ſheered off to be out of reach of my fire. I was ſtruck at this time with a piece of iron, which made a large wound in my right leg, ſo that I was forced to leave the Comte de Carne to fight the ſhip. Never was ſuch a fire ſeen as my ſquadron kept up. I have all the reaſon in the world to believe that if I had all my ſhips, I ſhould have beat them. The Engliſh Admiral upon leaving me fell upon the Centaur, and made the fifth ſhip which ſhe had to engage, ſo that ſhe was forced to ſtrike, after performing prodigies of valour. At eight the engagement ceaſed; the enemy kept the wind under an eaſy ſail.

"I cannot expreſs to your Excellency the valour and courage ſhewn by our ſhips companies, which did not ſlacken one moment. The enemies ſuperiority did not frighten them. This was no doubt owing to the example of the officers, who diſcovered a courage truly heroic. My ſhip fired two thouſand five hundred cannon-ſhot. I judge that we had about one hundred killed on the ſpot, and ſeventy dangerouſly wounded. One Garde Pavillon was killed, and ſeveral others wounded. We employed the night in preparing for a ſecond engagement. The Comte de Panat, who commanded the Souveraine, and M. de Rochmore, captain of the Guerrier, left me in the night, which greatly diminiſhed the force of my ſquadron, and daunted the courage of my people.

"On the 18th at day-break, the enemy crowded ſail to come up with me. I then judged my ruin unavoidable. Finding myſelf on the coaſt of Portugal, I determined to burn the King's ſhips there, rather than ſurrender them to the enemy. I ran the Ocean aſhore two leagues from Lagos, under the Fort called Almadana, and ſent notice

tice to the Commander of that Fort, who fired three cannon-ſhot at the Engliſh, but they paid no regard to them. The Marquis de St Aignan alſo run his ſhip aſhore; and both of us endeavoured to land our men, but the ſea being rough, this took up a deal of time. M. de Caſtillon, Captain of the Temeraire, and M. de Monvert, Captain of the Modeſte, did not follow my example, but anchored as near the Forts Exavier and Lagres as they could, hoping the Engliſh would reſpect theſe forts; but they paid no regard to them, and came and anchored cloſe by the two French ſhips, which they fought until they ſtruck.

"One of the enemy's ſhips came and anchored behind the Ocean, and fired into her, and into the boats that were carrying the men aſhore. The Comte de Carne, finding he could not get off the ſhip, was forced to ſtrike his colours, and to ſurrender priſoner, with M. Darbaud, and the Chevalier de Glandives, M. de Suffrein, the Chevalier de Damas, and five inferior officers; there were a few ſoldiers with ſome gunners, making in all about ſixty, whom the Engliſh took on board, and ſet fire to the veſſel, which burned in the night.

"I was carried on ſhore, and paſſed the night with the officers and wounded men, without either bread or water. On the 19th the Governor of Lagos ſent to invite me to that place. I was carried thither, and all my people followed me. He gave us all the aſſiſtance that wretched country could afford. Our people had no more than a quarter of a pound of bread a-day, each day, for two days; nor could I procure ſtraw for the ſick and wounded. I and the wounded officers are lodged with the Capuchins. Theſe good fathers take great care of us. I am infinitely obliged to the Corregidor for his civilities.

"We have ſent all our ſhips companies to Cadiz, chiefly by ſea. I remain here with three wounded officers, the Chevalier Beaucour, and my nephew, who ſtays to bear me company. He ſerves me for ſecretary, and preſents his compliments for your Excellency.

"My wounds are in a very good way; but I know not when I ſhall be able to leave this place. I am uneaſy about the domeſtic I ſent to you, on account of the difficulties which I hear attend travelling in this country. If you have not ſeen him, I deſire you would cauſe inquiry to be made about him.

Note 146. A Liſt of the Ships left with Vice-Admiral Broderick in the Mediterranean.

Ships.	*Guns.*	*Commanders.*
Prince,	90	Tho. Broderick, Vice-Admiral of the Blue. Capt. Joſeph Peyton.
Newark,	80	W. Holburne.
Culloden,	74	J. Barker.
Conqueror,	74	R. Harland.
St Albans,	60	Ed. Vernon.

Jerſey,

Ships.	*Guns.*	*Commanders.*
Jerſey,	60	Capt. And. Wilkinſon.
Guernſey,	50	Lieut. M. Kearney, acting.
Shannon,	36	C. Meadows.
Glaſgow,	24	Rd Bickerton.
Gramont,	16	Ph. Affleck.

Note 147. A Liſt of the Fleet under Sir Edward Hawke, off Breſt, in June 1759.

The Mars to lead with the ſtarboard, and the Hero with the larboard tacks on board.

Ships.	*Guns.*	*Men.*	*Commanders.*	*Diviſions.*
Mars,	74	600	Capt. Young.	
Kingſton,	60	450	Parry.	
Revenge,	64	480	Storr.	
Temple,	70	520	Shirley.	
Union,	90	770	Vice-Admiral Sir Cha. Hardy. Capt. Tho. Evans.	Sir Cha. Hardy, V Adm. of the Blue.
Hercules,	74	600	Porter.	
Dunkirk,	60	450	Digby.	
Monmouth,	64	480	Hervey.	
Dorſetſhire,	70	520	Denis.	
Montague,	60	450	Rowley.	
Belliqueux,	64	500	Saumarez.	
Torbay,	74	700	Keppel.	
Ramillies,	90	880	Adm. Sir Ed. Hawke. Capt. Will. Taylor.	Sir Edward Hawke, Ad. of the Blue,
Magnanime,	74	700	Ld Viſc. Howe.	
Achilles,	60	420	Barrington.	
Fame,	74	600	Byron.	
Eſſex,	64	480	Campbell.	
Nottingham,	60	420	Marſhall.	
Firme,	60	420	Reynolds.	
Royal George,	100	880	Dorril.	
Reſolution,	74	600	Rear-Adm. Geary. Capt. Speke.	Fran. Geary, R. Adm. of the Blue.
Chicheſter,	70	520	Willet.	
Anſon,	60	420	Whitwell.	
Bienfaiſant,	64	500	Balfour.	
Hero,	74	600	Edgecumbe.	

FRIGATES.

	Ships.		*Guns.*		*Commanders.*
2	Iſis,		50	Capt.	Ed. Wheeler.
1	Colcheſter,		50		L. O'Brien.
3	Chatham,		50		J. Lockhart.
3	Rocheſter,		50		R. Duff.
1	Pallas,		36		M. Clements.
2	Venus,		36		T. Harriſon.
2	Melampe,		36		W. Hotham.
2	Southampton,		36		Ja. Gilchriſt.
1	Thames,		32		T. Colby.
1	Saphire,		32		J. Strachan.
2	Minerva,		32		A. Hood.
3	Coventry,		28		C. Scroop.
3	Acteon,		28		P. H. Ourry.
3	Proſerpine,	fire-ſhips,			F. Banks.
2	Pluto,				Ja. Johnſton.

Note, The Frigates marked { 1 belong to Sir Cha. Hardy's, 2 Sir Ed. Hawke's, 3 R. A. Geary's } Diviſion.

Note 148. A Liſt of the Squadron detached to Quiberon Bay, 1759.

Ships.	*Guns.*	*Commanders.*
Firm,	50	Commodore John Reynolds.
Colcheſter,	50	Capt. Rob. Rodam.
Falkland,	50	F. S. Drake.
Melampe,	36	Will. Hotham.
Pallas,	36	Mich. Clements.
Saphire,	32	John Strachan.
Adventure,	32	Matt. Moore.
Acteon,	28	P. H. Ourry.
Coventry,	28	Francis Burſlem.
Succeſs,	24	Robert Carket.
Pluto, fire-ſhip,	16	Ja. Johnſtone.

Note 149. A Liſt of the Squadron under the command of Rear-Admiral Rodney in the Channel, 1759.

Ships.	*Guns.*	*Men.*	*Commanders.*
Achilles,	60	450	Rear Admiral Rodney. Capt. Barrington.
Chatham,	50	350	Lockhart.

Deptford,

Ships.	*Guns.*	*Men.*	*Commanders.*
Deptford,	50	350	Capt. John Holwall.
Iſis,	50	350	Edw. Wheeler.
Norwich,	50	350	Geo. Darby.
Brilliant,	36	240	Hyde Parker.
Juno,	36	240	J. Phillips.
Veſtal,	32	220	Sam. Hood.
Boreas,	28	200	Hon. R. Boyle.
Unicorn,	28	200	Tho. Graves.
Wolfe,	16	120	Hugh Bromedge.
Furnace,	Bomb-ketches,		Jon. Faulkner.
Firedrake,			Ja. Orrock.
Baſiliſk,			J. Clerke.
Mortar,			J. Hunt.
Carcaſe,			C. Inglis.
Blaſt,			T. Willis.

Havre de Grace,

Situated in the Pays de Caux, about 18 leagues from Rouen, and as much from Dieppe, on the point of a large valley, at the mouth of the river Seine, in the Lat. of 49 deg. 30 min. N. and 10 min. to the eaſtward of the meridian of London. It ſtands upon a plain ſpot of ground, full of moraſſes, and croſſed by a great number of creeks, and ditches full of water, which contribute not a little to its ſecurity. This ground was originally gained out of the ſea, and formed from the large quantities of ſand, gravel, and mud, which the force of the tide, and the river, conveyed to that place, in a long courſe of time, and by inſenſible degrees. And as it was firſt formed, ſo it ſeems to be daily increaſed by the ſame means; for we are aſſured by a late author*, that about ſeventy or eighty years ago, the ſea, at high-water came very near that gate of the city which is next the harbour; whereas now the high-water mark is more than 106 fathoms diſtant from it. So that it appears the ſea has gradually given way, and, as it were, retired to leave the earth at liberty to enlarge and extend itſelf.

The town of Havre de Grace is fortified by four baſtions. The citadel ſtands on the eaſt ſide of the town, and was built in the year 1628 by order of Cardinal Richlieu. It is a regular ſquare, conſiſting of four baſtions and three half-moons with a ditch and advanced ditch quite round it; it commands the town and part of the ſhore which lies on the eaſt ſide of the Seine.

The Eaſt-India Company ſet up in this town, ſome time ago, a tobacco manufacture, (in the diviſion of St Francis, near the convent of the Capuchins): whether the whole deſign is yet completed we cannot ſay. There were, in the year 1730, ſixty tables, every one of

* Piganiol de la Torce, Nouvelle Deſcription de la France, tom. IX. p. 593.

which had a wheel, and ſeven perſons at work upon it. Every wheel prepares ninety pound weight of tobacco a-day. It is pretended that the product of this manufacture, together with the temporary magazines of Caudebec, Honfleur, and Feſcamp, amount yearly to 170,000 livres. The harbour of Havre is within the walls of the town, and can contain more than 300 veſſels at once. It lies north-eaſt and ſouth-ſouth-weſt. In the higheſt tides the water riſes within it near twenty feet. The entrance is formed by two jetties of ſtone, the longeſt of which is toward the weſt ſide. The acceſs to the harbour ſome pretend would be much eaſier, if they were carried a good deal further into the ſea It might be alſo enlarged by cutting off a number of houſes, between the entrance to the baſon and citadel, upon a large ſpot of ground which jets into the harbour. This was an obſervation made by the Marſhal de Vauban, and confirmed by ſeveral engineers ſince his time. At the mouth of the harbour, near the tower, are three ſluices, to ſtop the water in the ditches of the town, and let it looſe when there is occaſion for cleaning the harbour; they are commonly called the Sluices du Perry.

The harbour of Havre has a particular advantage, not only over the other ſea-ports of Normandy, but of the whole kingdom, that the water in it does not begin to ebb, at leaſt ſenſibly, till three hours after full tide; inſomuch, that fleets of 120 ſail have often been obſerved to ſail out of it in one tide, even with the wind againſt them. The cauſe of this uncommon effect is generally aſcribed to the Seine, the current whereof, croſſing the mouth of the harbour, comes down with ſuch force, as ſoon as the ſea begins to retire, that it confines the water in the harbour till it has ſpent its ſtrength, which it does not for ordinary in a ſhorter ſpace of time than juſt now mentioned. Be this as it may, the French are very ſenſible that this, and other circumſtances of the harbour, are very favourable to their commerce, and therefore have been at no ſmall expence to keep it in proper order. But after all, it is not an eligible place to anchor in, except in caſes of neceſſity, not only for want of a proper depth of water, but alſo becauſe the flints are apt to cut the cables. This is the account given of the road of Havre de Grace by M. Piganiol de la Torce *. But another late author, and much more accurate, ſpeaks of it as follows; It is of the greater importance, ſays he, to ſpare no expence neceſſary for putting the harbour into a good condition, that all the world knows the road of Havre is very bad; the bottom being of ſuch a compoſition, that an anchor can take no ſure hold of it. It is, beſides, full of what the ſailors call high grounds; that is, little banks of ſand, which the river Seine depoſits in the time of low water, ſo that the anchors cannot withſtand the violence of the currents, nor the high winds, which commonly blow about the new and full moons. The ſhips which happen to be then in this road,

* See Nouvelle Deſcription de la France, tom. IX. p. 615.

are

are in great danger of being loſt at the mouth of the Seine, or driven againſt the coaſt, becauſe they cannot get into the harbour *.

That part of the harbour we have hitherto deſcribed, is intended for the reception of merchants ſhips; what they call the baſon is reſerved for the King's ſhips of war. Of theſe it can contain 25 or 30; and ſhips of 60 guns can enter it; for in high tides the water riſes in it 18 French feet, which is more than 19 of ours. There is a good ſluice for cleaning this baſon, by means of the water of the town-ditches. A large and magnificent baſon might alſo be formed out of the moraſs which lies behind the convent of the Capuchins; and might eaſily be cleaned by means of the canal of the new river of Harfleur. The late Marſhal de Vauban had a project of this kind, and drew ſome plans to direct the execution of it. At the end of the baſon ſtands the arſenal for the marine. The docks for building the King's ſhips are at the bottom of this arſenal, which is indeed a little one, but in other reſpects very handſome and agreeable. That which is moſt remarkable in it is the ſtore-houſe of arms, and the chapel. The boards of the marine are alſo kept there, except that of the Intendant, and that of the claſſes. There is alſo to be ſeen there the council-chamber, the marine-ſchool, the ſchool for training the artillery-companies, the chamber of conſtruction, the ſtore-houſe for ſails, the apartment for the carvers, and the armourer ſhops, on the end of the arſenal. Next to the diviſion of St Francis is a large building, which is now the reſidence of the comptroller of the marine, and was formerly the Eaſt-India Houſe.

As Havre is one of the ſix departments or arſenals general for the whole marine of the kingdom, we meet with every thing that can be expected in a place of that kind.

A very great trade is carried on at this place. Indeed the ſituation of Havre is one of the happieſt for commerce in Europe, and the moſt proper for a temporary magazine of all ſorts of merchandize; as it ſtands on the Seine, by means whereof goods are eaſily conveyed to the centre of the kingdom, from whence they are conveniently diſperſed through all the provinces of France; and its harbour has the peculiar advantage, already mentioned, of remaining full for three hours after high water.

Ever ſince the charter granted by Henry II. in the year 1551, and confirmed by an act of council of the 5th of November 1586, the citizens and inhabitants of Havre have had the privilege of guarding their own town, and defending themſelves. A little way up the Seine from Havre, is the place called La Hoc, which in the old dialect ſignifies a little hill or riſing ground. It ſtands on the point of a ſmall promontory, which jets into the river a little below Harfleur. On this promontory, formerly, there were only a few cabins for the accommodation of fiſhermen. Afterwards a large magazine was erected upon the ruins of theſe huts. It has been alſo uſed as a lazaretto, that is, a place where veſſels arriving at Havre, and ſuſpected

* Belidor's Architecture Hydraulique, tom. I. p. 388. 389.

of

of infectious diſorders, unloaded their goods and performed quarantine. One might ſee there, ſo late as the beginning of this century, a very beautiful quay of cut ſtone, with large iron rings fixed to it at proper diſtances, for mooring veſſels; but all theſe are now buried a good way down in the ſand. The Hoc is very much expoſed to winds and ſtorms; but when the air is clear, it is very pleaſant to obſerve there the wonderful effects of the tide: When it riſes, you ſee it not only ſtop the waters of the Seine, but alſo drive them back towards their ſource with a frightful noiſe; and when it begins to ebb, the river, following its natural courſe, advances with a ſlow and majeſtic pace to mix its waters with thoſe of the ocean. But if the wind happens to be a little high, and the ſea is in the leaſt troubled, nothing at all is to be ſeen but high ſurges and waves. There was formerly good anchoring at this place, on an excellent bottom; but it is now become very dangerous, on account of banks of quick-ſands frequently depoſited there by the river. The firſt ſhip of the line which was built at Havre, being a veſſel of 70 guns, called the Rouen, was unhappily loſt there about the middle of laſt century. The pilots who brought her out of the harbour having loſt the wind by their own miſconduct, exerted their utmoſt to get her into the Hoc, in hopes of finding good anchoring ground there: but the ſhip was ſo ſuddenly ſwallowed up by the quick-ſands, that they could not ſave her cannon, nor any part of her rich cargo. Only the top of her main-maſt was ſeen above the water for twenty years after. About the year 1538 they built at Havre a ſhip of uncommon ſize, called La Grande Françoiſe of 2000 tons burthen: Her cables are ſaid to have been as thick as a man's leg, and there was on board a tennis-court and a wind-mill. This veſſel was deſigned for the Eaſt Indies; but in two tides they could get her no farther than the point of the jetties. In ſhort, the ſhip was ſo enormous and unwieldy that they were obliged to break her down; and the materials ſerved to build the greateſt part of the houſes of the ſuburbs of La Barre.

Note 150. Liſt of the Ships with Sir Edward Hawke on the 20th November 1759.

Ships.	*Guns.*	*Men.*	*Commanders.*
Royal George,	100	880	Sir Edward Hawke. Capt. Campbell.
Union,	90	770	Sir Charles Hardy. Capt. Evans.
Duke,	90	750	Graves.
Namur,	90	780	Buckle.
Mars,	74	600	James Young, Commodore.
Warſpight,	74	600	Capt. Sir John Bentley.
Hercules,	74	600	W. Forteſcue.
Torbay,	74	700	Hon. Auguſtus Keppel.
Magnanime,	74	700	Lord Viſcount Howe.

Ships.

Ships.	*Guns*	*Men.*	*Commanders.*
Refolution,	74	600	H. Spike.
Hero,	74	600	Hon. G. Edgecumbe.
Swiftſure,	70	520	Sir Tho. Stanhope.
Dorſetſhire,	70	520	P. Dennis.
Burford,	70	520	Ja. Gambier.
Chicheſter,	70	520	W. S. Willet.
Temple,	70	520	Hon. W. Shirley.
Revenge,	64	480	J. Storr.
Eſſex,	64	480	L. O'Brien.
Kingſton,	60	420	Tho. Shirley.
Intrepide,	60	420	J. Mapleſden.
Montague,	60	420	Joſeph Rowley.
Dunkirk,	60	420	R. Digby.
Defiance,	60	420	P. Baird *.

The following Frigates joined Sir Edward Hawke between Uſhant and Belleiſle.

Rocheſter,	50	350	Capt. R. Duff.
Portland,	50	350	M. Arbuthnot.
Falkland,	50	350	Fr. S. Drake.
Chatham,	50	350	J. Lockhart.
Minerva,	32	220	A. Hood.
Venus,	36	240	T. Harriſon.
Vengeance,	28	200	G. Nightingale.
Coventry,	28	200	F. Burſlem.
Maidſtone,	28	200	D. Digges.
Saphire,	32	220	J. Strachan.

A Liſt of the Reinforcement ſent from England to Sir Edward Hawke.

Ships.	*Guns.*	*Men.*	*Commanders.*
Sandwich,	90	770	Rear-Admiral Geary. / Capt. Rd Norbury.
Foudroyant,	84	770	Rd Tyrrell.
Bienfaiſant,	64	500	Geo. Balfour.
America,	60	420	Ja. Kirk.
Anſon,	60	420	Matt. Whitwell.
Firm,	60	420	John Reynolds.
Juno,	32	220	John Phillips.

Ships from Quebec with Vice-Admiral Saunders.

Ships.	*Guns.*	*Men.*	*Commanders.*
Somerſet,	64	480	Vice-Admiral Saunders. / Capt. E. Hughes.
Vanguard,	70	520	R. Swanton.
Devonſhire,	66	500	W. Gordon.

* Was wounded in the hand in the engagement.

A Liſt of the French Squadron which came out of Breſt, November 14. 1759.

Ships.	*Guns.*	*Men.*	*Commanders.*
Le Soleil Royal,	80	1200	M. de Conflans, Admiral.
Le Tonnant,	80	1000	M. de Beaufremont, Vice-Adm.
Le Formidable,	80	1000	M. de St André du Verger, R. A.
L'Orient,	80	1000	M. de Guebriant, Commodore.
L'Intrepide,	74	815	
Le Glorieux,	74	815	M. Villars de la Broſſe.
Le Theſée,	74	815	M. de Kerſaint.
L'Heros,	74	815	Viſcount de Sanſon.
Le Robuſte,	74	815	
Le Magnifique,	74	815	
Le Juſte,	70	800	
Le Superbe,	70	800	
Le Dauphin Royal,	70	800	
Le Dragon,	64	750	
Le Northumberland,	64	750	
Le Sphinx,	64	750	
Le Solitaire,	64	750	
Le Brilliant,	64	750	
L' Eveillé,	64	750	
Le Bizarre,	64	750	Le Prince Montbazon.
L'Inflexible,	64		
L'Hebé,	40		
La Veſtale,	34		
L'Aigrette,	36		
La Calipſo,	16		

La Prince Noir, a ſmall veſſel to look out.

The above ſhips were all in company when the engagement began, except the Hebé frigate.

VILAINE RIVER.

About ſix leagues from the entrance into the Morbihan or gulph of Vannes, is the mouth of the river Vilaine, the moſt conſiderable in Bretagne, except the Loire. It takes its riſe above Argentré, paſſes from thence to Vtrié, Rennes, Belle-Pirepe, Redon, Roche-Bernard, and after receiving a great many ſmaller rivers in its courſe, empties itſelf into the Bay of Biſcay. This river ſeparates the biſhopric of Vannes from the country of the Nantois, of which latter the principal town is Nantz. The entrance into the river is narrow, but expands itſelf a little higher up. The depth of water is not for very large ſhips, and the bottom is gravelly. It was in this river that ſome French ſhips of the line and frigates took ſhelter after being defeated by

by Sir Edward Hawke, November 20. 1759, they threw overboard their guns, and got up the river with much difficulty; but as they took the ground every tide, their backs were broke, and only three ſhips of the line and as many frigates got out again, after being blocked up fourteen months.

Note 151. Copy of a Letter wrote by M. de Conflans, and ſent to the Comte de St Florentine at Paris.

Vannes, in Bretagne, November 22. 1759.

"Purſuant to his Moſt Chriſtian Majeſty's orders, having received a reinforcement of men out of M. Bompart's ſquadron, I ſailed from Breſt the 14th inſtant, with a deſign to give battle to the Britiſh fleet, who had been making their bravadoes all laſt ſummer off our harbour; but was deceived in my expectation; for the enemy, (as I imagine) being informed of our deſign, had abandoned the coaſt. I cruized two days in hopes of their return, but to no purpoſe. At laſt I formed a reſolution to cut off Commodore Duff's ſquadron, conſiſting of 20 ſail of the line, moored in Quiberon Bay. Upon the 20th, in the morning, being a little to the S. W. of Belleiſle, the weather hazy, and a freſh gale at N. W. I ſaw to windward a fleet of ſhips which I took to be a convoy of victuallers for M. Duff's ſquadron, not judging it poſſible for the enemy's fleet to be ſo near. Nevertheleſs, whatever might happen, I made the ſignal for a line of battle. We were not half formed, when the weather clearing up, we could plainly ſee it was the enemy's fleet, conſiſting of 40 ſail of the line of battle, beſides frigates, advancing in three diviſions, ſo that we were in a manner ſurrounded. I judged it moſt conducive to the good of his Majeſty's ſervice, to avoid hazarding a general engagement at that time, and rather to train on the enemy through the ſhoals and rocks in the entrance of the river Vilaine. At half an hour paſt two in the afternoon the enemy's van came up with our rear, and were warmly received by Monſ. Verger, who commanded that diviſion; but he and all his officers being killed, there being no leſs than twelve of the enemy's ſhips engaged with him, his ſhip, the Formidable, ſtruck at laſt to Admiral Hawke. The Theſée and Superbe were overſet by a ſquall of wind. At half an hour paſt four a ſhip of three decks, carrying a flag, which I took to be Monſ. Hawke's, came along ſide the Soleil Royal where I commanded; but he met with ſuch a warm reception, that he was obliged to ſheer off in a little time, though our rigging and ſails were ſo ſhattered, that the ſhip not anſwering the helm, was obliged to run aſhore in the night; as did the Hero in the ſame condition: Nor could we hinder the enemy from burning both ſhips next morning. Meantime the Orient alone drove two of their capital ſhips aſhore upon a ſand-bank called Le Four. Next day we had the misfortune to loſe the Juſte upon a rock in the mouth of the river Loire. The remainder of our fleet got ſafe into Rochfort and the River Vilaine: and as they have not ſuſtained more da-

Ships.	*Guns.*	*Commanders.*
Hercules,	74	Capt. J. H. Porter.
Temple,	70	W. Shirley.
Burford,	70	James Gambier.
Chicheſter,	70	W. S. Willet.
Belliqueux,	64	Tho. Saumarez.
Intrepid,	60	Jer. Mapleſden.
Defiance,	60	P. Baird.
Chatham,	50	J. Lockhart.
Venus,	36	Tho. Harriſon.
Minerva,	32	Alex. Hood.

Note 155. Liſt of the Fleet under Commodore Boys, off Dunkirk, 1759.

Ships.	*Guns.*	*Men.*	*Commanders.*
Preſton,	50	350	Commodore Boys. / Capt. Evans.
Antelope,	50	350	Webb.
Phœnix,	44	250	Chr. Bethel.
Danae,	40	250	H. Martin.
Leverpool,	32	220	Richard Knight.
Stag,	32	220	Angel.
Argo,	28	200	Tinker.
Tweed,	28	200	Paſton.
Huſſar,	28	200	Carket.
Surpriſe,	24	160	Antrobus.
Badger,	14	125	Keith.
Alderney,	12	110	Peighin.

Note 156. A Liſt of the Fleet under the command of Sir Piercy Brett, in the Downs, 1759.

Ships.	*Guns.*	*Men.*	*Commanders.*
Iſis,	50	350	Sir P. Brett. / Capt. Wheeler.
Woolwich,	40	240	Deering.
Aurora,	36	240	S. Scot.
Alarm,	32	220	Ruſhworth.
Aquillon,	28	200	Ogle.
Tartar,	28	200	John Knight.
Solebay,	24	160	J. Dalrymple.
Deal Caſtle,	24	160	Tindal.

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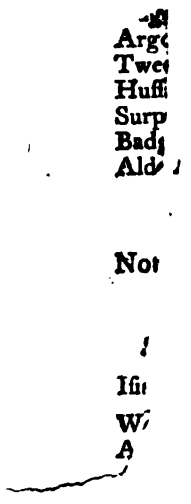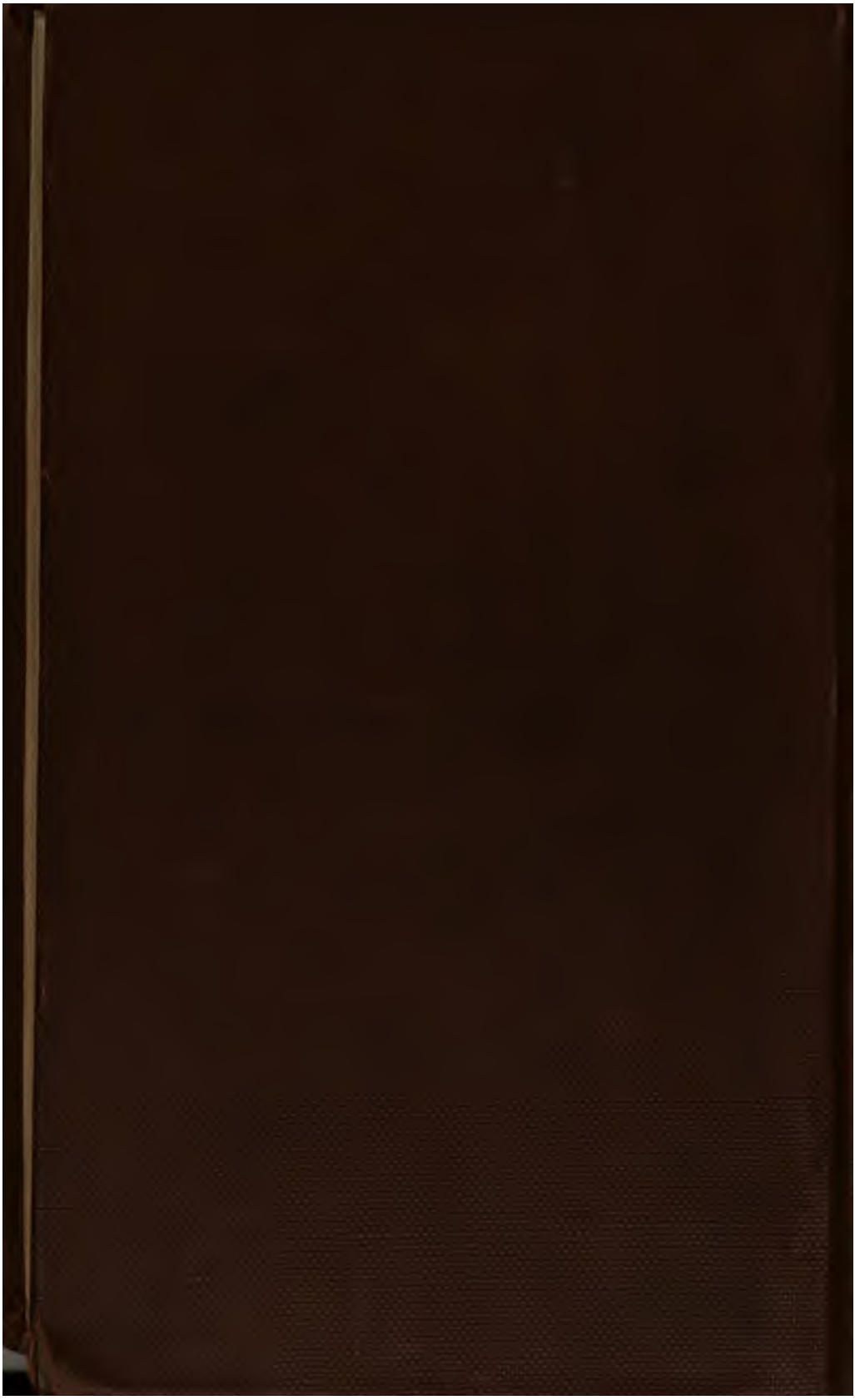
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